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# Taking It Easy

There are people in strife-torn Pakistan who deal with their troubles by **smoking scorpions**. Users dry the scorpions' stingers, grind them up, light the powder, and suck in the smoke. One guy said, "When I smoke scorpion, the heroin is like nothing to me." The addicts tend to hang out at a local cemetery where outsiders won't bother them (though there is a problem now and then with stupefied people falling into partially dug graves).

Here are some quotes from actual accident reports: "This fellow was all over the road. I had to swerve a number of times before I hit him."

"An invisible car came out of nowhere, struck my car, and vanished."

"I collided with a stopped truck coming the other way."

"I told the police I was not injured, but on removing my hat found that I had a **fractured skull**."

"I pulled away from the side of the road, glanced at my mother-in-law, and headed over the embankment."

The king of Swaziland, who imposed a chastity code on under-18-year-old females, has fined himself a cow after marrying a 17-year-old girl. (He had prohibited females under 18 from having sex, shaking hands with men or wearing trousers to curb the country's HIV rate.) After his defiance of the ban, about 300 members of Swaziland's **virginity regiment** marched on his palace and threw chastity tassels. He had picked out his 17-year-old ninth wife during an annual dance of bare-breasted maidens at which the monarch must choose a new bride. Members of the virginity regiment were quite happy with the fine cow, which they roasted and ate. Gotta love it.

The Six Million Dollar Cat: A former CIA officer told a London newspaper that the Company had a project in the 1960s in which a cat had batteries and wires surgically installed, with an antenna in the tail, so that it could be placed close to enemy operatives and transmit eavesdropped conversations back to a monitoring station. The project was five years in development when the first **kitty was deployed**, but it was immediately run over by a taxicab.

This guy was ticketed for disorderly conduct for an incident in a grocery store's express line. According to the police report, he confronted a woman ahead of him three times who had 11 items (limit was 10), finally yelling that he had **served his country** in two wars and "did not have to serve any more time behind people who couldn't fucking count." Right on, man.

He came across a **street musician** and decided he wanted to hear some of his favorite songs ("El Guajolote" and "The Turkey"). The musician didn't know either song so the guy killed him.

A 73-year-old man spent about **\$12,000 on driving lessons** and received his very first license. He celebrated the event with a few cocktails, then went out for his first solo spin around the block. Now you're probably ahead of me on this one. Yep, he got a DUI and his license was revoked.

Here's a list of song titles (yes, they're real):  
"If My Nose Were Full of Nickels, I'd Blow It All on You"  
"We Used to Kiss Each Other on the Lips, Now It's All Over"  
"You're the Reason Our **Kids Are So Ugly**"  
"You Can't Have Your Kate and Edith Too"  
"If the Phone Doesn't Ring, It's Me"

During closing arguments in a Canadian murder case, a lawyer said that his client couldn't have conspired to kill another man because the lawyer thought his client was useless: "No one would hire him to cut the grass. Why would someone hire him to kill someone?" In Japan a man confessed to his wife that he'd been unfaithful. She reminded him that he told her when they were married that he would die if he ever strayed so **she beat him** to death with a frying pan.

A burglar stole a TV set. But instead of trying to sell it to one of the town's other residents, he invited the TV's former owners to his apartment and offered to sell it back to them for \$150 and even suggested an **easy payment plan**.

A few puzzling laws still on the books in California (the land of fruits and nuts): It's a misdemeanor to shoot any kind of game from a moving vehicle unless **the target is a whale**. No vehicle without a driver may exceed 60 miles per hour. And this one is not a state law—it's on the books only in Baldwin Park: No one is allowed to ride a bicycle in a swimming pool.

There's a very popular sport in Turkey called **camel fighting**. One-ton camels in mating season simply push against each other until one falls over.

Another lawyer tidbit: A lawyer received nearly \$35,000 in worker's compensation because he claimed he hurt his shoulder reaching into the back seat of his car for his briefcase. **Kill all lawyers!**





# Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 346 • APRIL 2002

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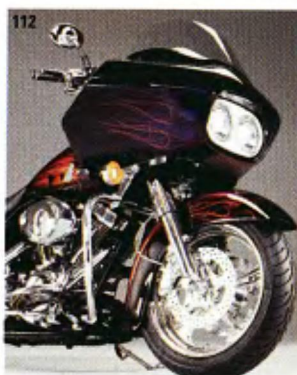
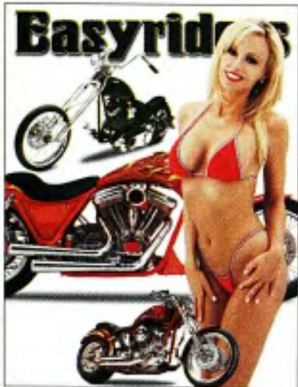
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**Over 200 items!!**



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**Photographers:** Michael Lichter • Jan Hagglund  
Chuck Emery • John Wycoff • Markus Cuff • Michael  
Farabaugh • Pam Proctor • Paul Martinez • Aaron Stevenson  
**Contributors:** Jeff Moore • Twigg • Greg White • Joe Kress  
Paul Garson • Stan and Natalie Miles  
**Illustrators:** David Mann

**Advertising Phone Number:** (818) 889-8740  
**National Advertising Executive:** Greg Andes  
**Account Executive:** Tammy Daniel  
**Advertising Administration:** Carolyn Emery  
**Advertising Coordinator:** Mandy Dunn  
**Advertising Production:** Savannah Bertram  
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**Circulation:** Sanford Meyers, Newsstand Director  
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## WordMonger

### Looking For Rider

I'd like to find these two to give them a photo. Can you help?

I took the photo of this dog and his bro (below) this summer in Grants Pass, Oregon. I was driving across the bridge with them, put my camera out the window, and shot.

I was in my vintage '67 VW bus. I reached out and gave him (the bro, not the dog) a business card but have since acquired a new number. My e-mail is the same. If you would print the photo and my number so he can reach me, it would be very much appreciated.

Don Madden  
Grants Pass, Oregon  
541-479-2247

### Lend An Ear

I took my son to his first concert tonight ("Family Values Tour") at the Veteran's Memorial Coliseum here in Phoenix. I loaned him the use of my Harley-Davidson biker wallet so that he could attach it to his belt, a little added extra security for his

identification and money. I've had this wallet for approximately seven years or so.

Once he got there the security people deemed that the chain (approximately 6-8 inches) could be used as a weapon so they "confiscated" it. There was nothing advertised that said what items weren't allowed in the coliseum. There was a time when we called this petty theft (times hundreds of others they probably did this to!). What's next? Removing steel-toed boots, leg braces, crutches? How about the chain one wears around one's neck? I could use a belt as a weapon so maybe we should just start confiscating everyone's suspenders. I could use my own car keys and get better results using them as a weapon than a small chain. Fear sure seems to have replaced common sense.

You know what really pisses me off? That the Veteran's Memorial Coliseum took something from me, a veteran, on Veteran's Day of all days.

Dave Broyles  
Peoria, Arizona





## Thanks

Thank you for sending my fourth-prize award in your 30th Anniversary Sweeps. Unfortunately, since the size of the shirt you sent is 3XL and I'm an XL, by the time I get big enough to wear it, I won't fit on my bike any more. But don't worry! I have contacted the Northern Alliance in Afghanistan, and they've put me in contact with "Omar The Tentmaker" who has assured me that he can make at least one tent with it to house at least one refugee family.

I have further contacted President Bush, and he asked me to convey his thanks to you for your help in the war against terrorism.

John Horgan  
San Antonio, Texas

*Got the nice letter from President Bush and the cookies from his ol' lady. Thanks.*

## A Critic Writes

I don't know where you come up with these so-called Harley-ridin', real bros you print this stupid-ass shit about. What have I been saying all these years I've been writing to you folks? Belts are made for dumbass rich urban bikers.

I probably know more Harley riders than you people could count. Guess what the very first thing my bros do when they buy a Harley. Well, I don't figure anyone from California could figure it out. Did you people ever hear of a double row chain for a Harley primary or final drive chain? I've ridden Harleys since 1954 and own a 1990 Heritage. Guess what? The damn thing sure as hell doesn't run belts. I put 92,000 miles on this Harley and have used only one set of chains. The first set ran over 50,000 miles. You can't show me a belt that's run that far.

This dummy you wrote "Mission to Mexico" about has no business riding a motorcycle of any kind.

James "Sundown" Alsbrook  
Richmond, Texas

*I doubt you'd say that to Oil Can's face. Oh shit, Oil Can put down that baseball bat!*

## A "Real" Biker Woman

Okay, so Sundown wants to see photos of real biker women ("Wordmonger," January '02 issue). Since you already have a "release" from Brenda, I'll send you a couple more I took while taking the one that was sent with the "thank you" letter in the Jan. '01 issue of *In The Wind*.

Or if y'all have time, en route to the



'02 Easyriders Bike Show in Villa Park, Illinois (Feb. 2 according to the back of Jan. '02 *Easyriders*), give Cliff and Brenda a visit and ask Brenda if you can take your own. She loves to pose as you can see, and she's not bashful.

Mac Pulliam  
Sheridan, Illinois

## A Hair Pie Letter

I've been meaning to write this kite for years now. Been flippin' through your rag since I was old enough to go for a putt with my dad on his '73 Sporty.

Whatafuck happened? I miss the days of Spider (is he still around?), Mutha, and all the rest of the low-life's. Don't get me wrong, you're still a great magazine, but what happened? Why are you all tamed down? Maybe you're pussy-whipped. I don't know.

Hikie

Highland Lakes, New Jersey

P.S.—I still gotta give you insane amounts of raisin pie for 30 fucking years of living the life and shaping my life. Oh yeah, I was told I could eat some hair pie for a week straight if you print this.

*Start chewin' on that hair pie, Hikie. Yeah, the times they are a changin'. 'Ol Spider passed away some time ago, but try our sister publication Biker magazine for the hard-core stuff.*

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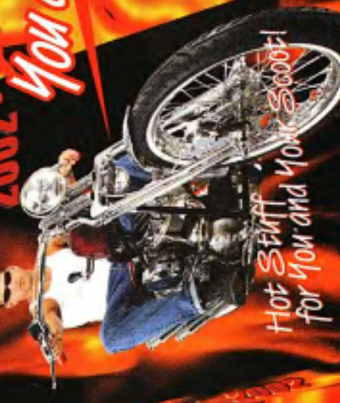
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# SO, YOU WANT TO BE A BAD ASS?

This sordid tale all began on a drizzly day in Edmonds, Washington, around a few beers. The infamous North Wet Weasels had gathered at Engel's Tavern to toss back a few, check out the latest issue of *Easyriders*, and talk about motorcycles. We soon realized that there were only a few builders that are worth a damn in the entire Northwest and thoughts turned to

building a custom bike that would be bulletproof and waterproof. An eerie gleam appeared in Mark Postelwait's eyes. The tall bike builder had an epiphany... "If you build it...they will ride!"

Mark imagined building a sturdy road rocket that was part drag bike, part show bike, and all badass. "This mother is gonna be meaty," Mark bellowed as he drew the

**BADASS BIKES DELIVERS MEGA THRILLS**







massive scooter's outline on a beer soaked bar napkin. He imagined a thick, muscular softail-style frame with a chunky 230 rear tire and a mega-motor. "This thing is gonna be a badass," Mark grinned. And that's how Badass Bikes Inc. was born.

Collecting parts for the first Badass Bike began with a call to Tom Pirone of TP Engineering. Mark wanted a foolproof monster mill and TP's legendary 121-inch motor was just the ticket (and it would be the first TP 121 to make it to the Northwest). The TP 121 is a streetable beast, built to be ridden daily, ridden hard, and put away wet. To smooth out all those horses, Burt Baker sent along a flawless Baker 6-speed transmission for effortless shifts (and the ability to click into sixth gear at 80 mph).



All that power would need a way to make it to the pavement, so Mark talked with Bob Galletti of Belt Drives Limited to get the first BDL Top Fuel (ultra meaty) 85mm belt drive. Naturally Mark would need the best starter in the business to get this brute to roar to life every time, so he chose Keith Terry's kick-ass starter.

The frame would have to meet the mighty torque requirements of all the power of an unleashed thunder god, so Mark spoke to Larry Curik at MID-USA to get their incredible Fat-a-tude softail-style frame (that would accept a 230 rear tire and full-width belt to the rear sprocket). This Badass ride is actually a real test case





for MID-USA products because the frame, the tanks, fenders, hand and foot controls, brakes, wide-glide front end and more all came right out of the MID-USA catalog. "It all went together as smooth as glass," Mark tells us. Hmmm. Maybe MID-USA should think of creating this meaty combo as a rolling chassis kit.

The righteous billet wheels front and back came from Ego Tripp. Notice the cool Badass skull logo etched right into the wheels. Ego Tripp also supplied the matching rotors and rear belt sprocket. When it came time for paint, Northwest local paint wizard Jesse Welch brewed up an unnatural rowdy red along with

subtle purplish ghost flames and that piercing glowing gold leaf skull logo.

When the wiring was completed, Mark attached the final touch of class, a Dakota Digital speedo/tach with full instrument readout, then cranked this bad boy to life. Immediately, frightened mothers pulled their children off the streets, young girls swooned, and bikers three counties away craned their ears at the sound of 130-plus horsepower blasting through mighty Samson pipes. Smoke from that 230 Avon could be seen three miles away. Yeowsah!

Later that day, a number of beers were consumed, while the hardcore dragster squatted by the curb like some

coiled panther ready to strike. The motor ticked pleasantly as the flawless 121-inch cooled. The first of many doe-eyed beauties wiggled over to coo and preen before the wild ride, "Oooo," the sultry redhead crooned, "that's one badass bike." Damned straight.

So, you say you wanna be a badass? Give Mark a call at 425-640-9205. He'll build ya a Badass Bike!

—Dave Nichols

*Special thanks to MID-USA: 800-527-0501; Jesse Welch 509-664-1051; Ego Tripp 806-741-1166; TP Eng. 203-744-4960; Baker 517-339-3935; BDL 714-685-3333 and Terry Comp. 805-376-2700.*







**Owner:**.....Badass Bikes  
**City:**.....Edmonds, Washington

#### General

**Fabrication:**.....Mark Postelwait  
**Year/make:**.....2001 Badass Bike  
**Assembly:**.....Mark Postelwait  
**Time:**.....3 months

#### Engine

**Year:**.....2001  
**Builder:**.....TP Engineering  
**Displacement:**.....121 cubic inches  
**Cam:**.....TP Engineering  
**Carb:**.....Mikuni  
**Pipes:**.....Samson

#### Transmission

**Year/Make:**.....2001/Baker 6-speed

#### Painting

**Painter:**.....Jesse Welch  
**Color:**.....Badass red  
**Type:**.....House of Kolor  
**Special paint:**.....purple ghost flames and gold leaf skull

#### Frame

**Year/Make:**.....2001 MID-USA  
**Type:**.....Fat-a-tude softtail-style  
**Rake:**.....38 degrees  
**Stretch:**.....2 inches  
**Shocks:**.....H. Maximum

#### Accessories

**Handlebars:**.....drag bars  
**Risers:**.....built-in  
**Handlebar controls:**.....Excel  
**Fenders:**.....MID-USA  
**Headlight:**.....Badass  
**Taillight:**.....MID-USA  
**Speedo:**.....Dakota Digital  
**Pegs:**.....MID-USA  
**Foot controls:**.....Excel  
**Gas/Oil tank:**.....MID-USA  
**Seat:**.....Corbin Cobra  
**Mirrors:**.....what's behind me is not important

**Grips:**.....MID-USA

#### Front end

**Type:**.....41mm wide-glide  
**Builder:**.....MID-USA

#### Wheels

**Make:**.....Ego Tripp  
**Size:**.....21 front, 7 X 15 rear  
**Tires:**.....Avon  
**Brakes:** front, MID-USA Hardbody;  
 rear, Excel

**Special features:**.....handmade brackets, license plate holder, stainless strut covers and dash panel.

**Photos:**.....Bruce Carroll



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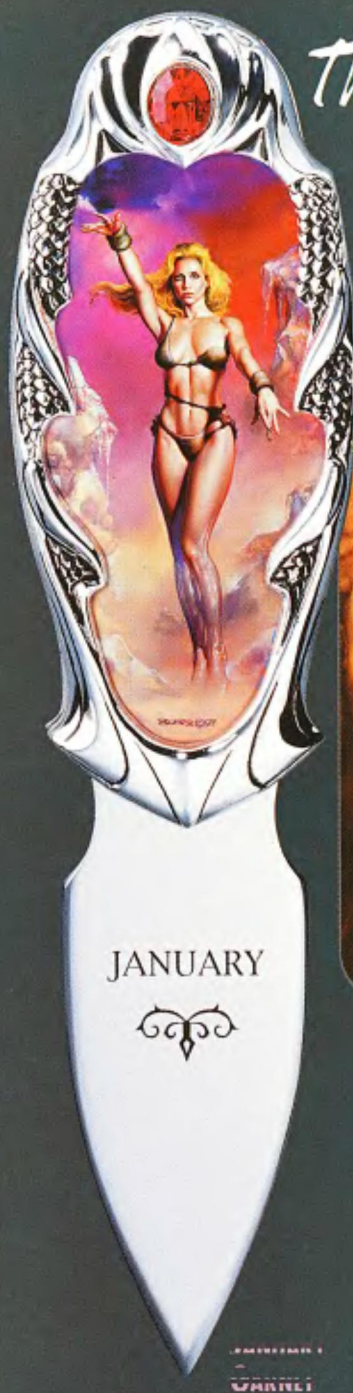


*"Those aren't Indians, they're Harleys!"*



# The Days of Desire Fantasy Knife Collection

By Boris Vallejo and Julie Bell.



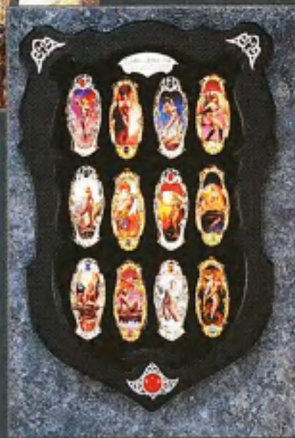
FEBRUARY  
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Hardwood display  
measures  
18" long x 13" wide.



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## Six Gun Footpegs From Choppers Inc.

The latest addition to Choppers Inc.'s line of unique over-the-top accessories is the Six

Gun-series footpegs. They are CNC-machined billet aluminum footpegs for both driver and passenger. The barrels are staggered, ball-milled, and left with a brushed, machine finish. Polished end caps have .44 magnum bullets in them. Driver pegs are 7 inches long and passenger pegs are 3 inches.

Choppers Inc., 1243-C N. Harbor City Blvd., Melbourne, FL 32935; 321-757-7262, fax 321-757-3117; [www.choppersinc.com](http://www.choppersinc.com).



## Handlebar Risers And BDL Belt Drive Inserts By NYC Custom Motorcycles Inc.

These heavy-duty custom risers are topped-off with 3-D riser caps. The caps are produced using the cutting-edge (no pun intended) technology of the EDM machine, which uses an electrically charged wire to cut 3-D designs that just aren't possible with conventional CNC machining equipment. These flashy risers make a major statement and are mirror-polished and show chrome-plated for maximum visual impact. Available in 3-inch or 6-inch rise, they fit all 1-inch handlebars machined from billet aluminum, polished and show chrome-plated, these belt drive inserts are available with a retro ribbed finish, 3-D image or cutout design. Fits BDL 3-inch belt drive kits.

Call Chrome Specialties at 800-811-8904 for more information, or visit [www.chromespecialties.com](http://www.chromespecialties.com)



## SunMyth's Chrome Billet Smooth Front End

SunMyth's smooth front ends feature a patented clamp lock function to achieve the cleanest top tree and maximum smoothness in overall styling. Concealed internal fork stops only add to this exceptional front end's super-sleek appearance. The massive fork tube covers, as well as all visible parts are triple chrome plated for maximum visual impact. SunMyth's front ends fit FXST models from 1984 through 1999, as well as FXWG Harley-Davidsons from 1985 to 1986 and FXDWG bikes from 1993 to 1999. The forks are available for single or dual-disc applications, in standard sizes, 2 inches over, and 2 inches.

SunMyth, 2919 Canyonview, Katy, TX 77450; 888-599 8186; [www.sunmyth.com](http://www.sunmyth.com)



## Paramount Custom Cycles Frames

Paramount Custom Cycles debuts their new Hardcore Highneck (HCH) and SuperSport (SS) product lines at the Cincinnati V-Twin Expo. The HCH handlebars have a radical stance, while the SS handlebars offer a sleek, low-slung look. The HCH frame has a 5-inch rise high neck, while the SS frame has a 1-inch rise low neck. Both HCH and SS frames are wide-tire chassis that feature center engine mounts and a patented shaft extension and outer bearing support system. Call Paramount Custom Cycles for more info at 775-324-2445.



## Powertye's Tie Downs For Big Bikes

The California-based American manufacturer of quality tie-downs announces its new Big Daddy's extra-strength, ratchet-action tie-downs designed to be the ultimate for transporting today's big bikes. The 2-inch-wide nylon webbing has a test rating of 7,400 pounds, making it the strongest motorcycle tie-down in the world.

The Big Daddy's are 6 1/2 feet in length and come with heavy, vinyl-coated 3/8-inch S-hooks on the handlebar end. A unique snap-on hook is incorporated at the bottom anchor point to ensure the bike is secure during transport. Each hook assembly is rated at 2,600 pounds. The Big Daddy's are made in the USA and come with a full lifetime warranty.

To further ensure an expensive custom bike's welfare during transport, Powertye offers the genuine Sheepskin Soft-Tye, an innovative design that uses a standard 18-inch Soft-Tye with a sheepskin sleeve. The Soft-Tye eliminates the possibility of scratches on painted or chromed surfaces.

Powertye, P.O. Box 17904, Anaheim CA 92817; 714-993-7400; [www.powertye.com](http://www.powertye.com)





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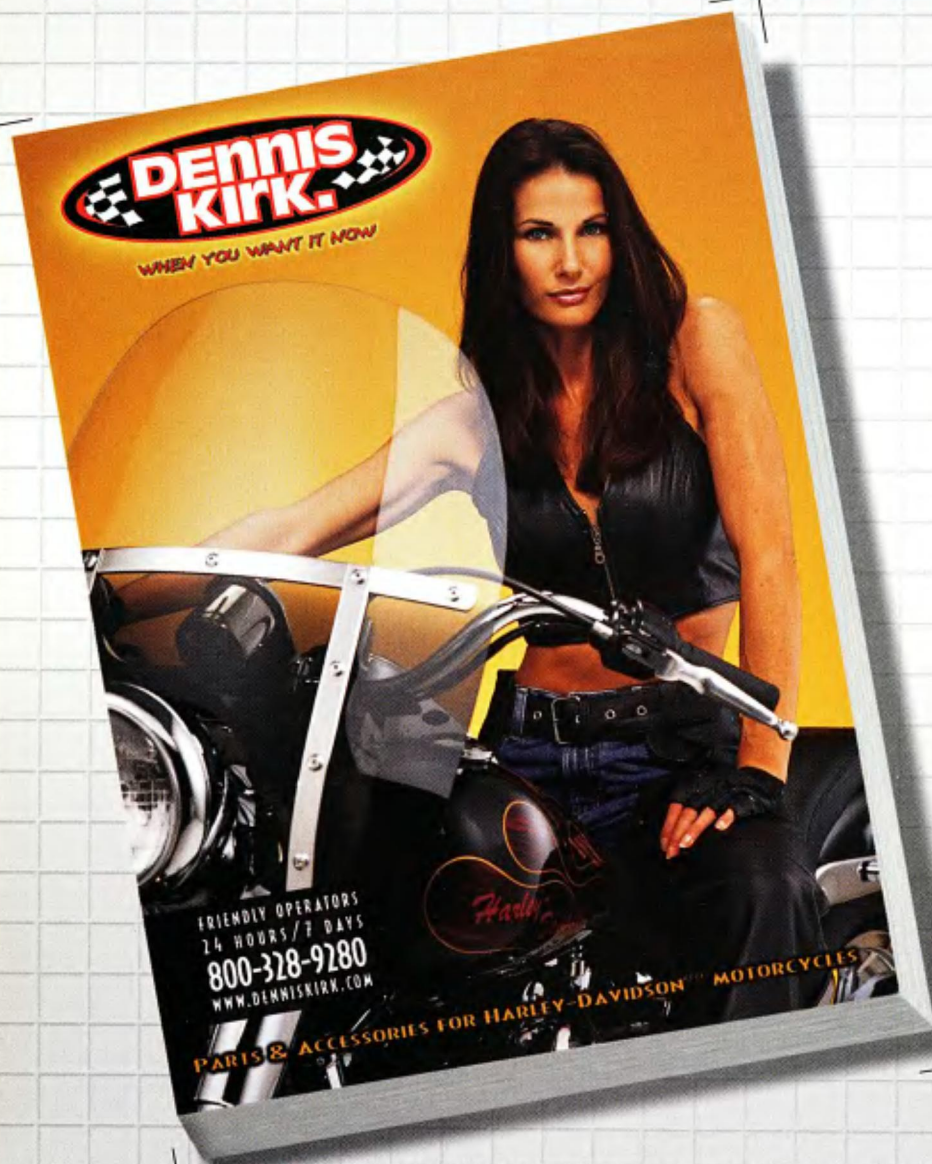
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A blonde woman with long hair is leaning over a custom motorcycle. She is wearing a leopard-print bodysuit and black boots. The motorcycle is gold and chrome, with a large front wheel and a custom engine. The background is a plain, light-colored wall.

# DapperDanMan

RICK VANDERYT'S REFINED RIDE

Cincinnati native Rick VanDeRyt put together a very classy ride that can rattle the rafters while remaining easy on the eyes. He's been riding for 12 years, and like many of us, he's spent at least that long admiring the bikes in *Easyriders* magazine. Rick has been patiently taking his sweet time. Dreaming and thinking of how he would make his deepest desires into exactly the bike that he always wanted. He didn't go searching the Web for a mail-order ride, but instead, built his very first "from-scratch" bike right down in his very own basement.

Earning his living from out of the back of a Snap-on tools truck for the last five years has had its share of rewards, including a job perk that Rick wasn't initially aware of. When a specialty tool was needed for any of the delicate tasks of assemblage, Rick found his top-shelf tool truck to be the greatest resource.





First the frame came together, thanks to the fabulous fabrication of Jeff Johnson, who also massaged the sleek gas tank which began life as a stock Harley gasbag. If you want to see some of Rick's own blood, sweat, and tears, take a gander at the fenders. The front fender is as close to the tire as any we've seen, and on the rear, the inner edge was hand-shaped and ground to meticulously mimic the radius of the rim perfectly. This ain't no weekend bolt-together job!

Hiding all of the controls and wiring was a special challenge because Rick decided to install a hydraulic clutch on those comfy custom bars. Once it was complete, Rick fired the scooter up and released a 96-inch rumble, drowning the neighborhood in decibels from his custom pipes called Don's Dumpers. The Easyriders Bike Show in Columbus



was only two weeks away when Rick pulled it all apart to send everything out for paint. He got the frame back on Saturday and loaded the bike up for the show on the following Tuesday.

Rick never thought that he would have his bike featured in *Easyriders* magazine. His dream bike turned out way better than he expected. At his first show, Rick's dapper ride took second place in the Spectator Class, and later won Best Component Bike of the Year at our annual ViQé Awards during the VQ Biker's Ball at Daytona Bike Week.

Rick says that building this award-winner was a group effort, and he appreciates the patience and understanding shown him by his 9-year-old daughter, Emily, and his 5-year-old son, Jacob, as well as all of the brotherhood and help from his buddy, Carl Johnson.

—Jeff Moore











**Owner:** .....Rick VanDeRyt  
**City:** .....Cincinnati, Ohio  
**General**  
**Fabrication:** .....Jeff Johnson  
**Year/make:** .....2001 Custom  
**Model:** .....Simplicity  
**Assembly:** .....Rick VanDeRyt  
**Time:** .....3 months  
**Chroming:** .....Brown Plating  
**Engine**  
**Year:** .....2000  
**Rebuilder:** Don's Custom Cycle  
**Displacement:** 96 cubic inches  
**Cam:** .....S&S  
**Carb:** .....Typhoon by Carl's  
                     Speed Shop  
**Pipes:** .....Don's Dumpers by  
                     Don's Custom Cycle  
**Transmission**  
**Year/make:** .....2000 H-D

**Painting**  
**Molding:** .....Ryan Haley/Tom  
                     Quillen  
**Painter:** .....Don Loose  
**Color:** saffron and champagne  
                     pearl metallic  
**Paint:** .....PPG  
**Special paint:** .....Armstrong  
                     Designs

**Frame**  
**Year/make:** 2000 Jeff Johnson  
**Type:** .....torsion strut  
**Rake:** .....46 degrees  
**Stretch:** .....3 inches  
**Shocks:** stainless torsion strut

**Accessories**  
**Handlebars:** .....Jeff Johnson  
**Handlebar controls:** JayBrake  
**Fenders:** .....Jesse James  
**Headlight:** .....Headwinds

**Taillight:** .....Paul Yaffe  
**Pegs:** .....billet  
**Foot controls:** .....billet  
**Gas tank:** .....Jeff Johnson  
**Oil tank:** .....Jeff Johnson  
**Seat:** .....Rick VanDeRyt/Jeff  
                     Redding  
**Grips:** .....billet

**Front end**  
**Type:** .....wide billet  
**Builder:** .....Rick VanDeRyt  
**Wheels**

**Make:** .....billet  
**Size:** .....21 x 2.25 front/  
                     17 x 5.5 rear

**Tires:** .....Avon  
**Brakes:** .....JayBrake  
**Special features:** torsion strut  
                     rear end  
**Photos:** .....Michael Lichter



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# EASYRIDERS

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## Special Event

### THE FLEET RIDE RUMBLE THROUGH THE TUNNELS DRAWS 2,000+ RIDERS



Left to right: Maurice Slaughter, Bayside Harley-Davidson, Retired L. Col. Tom McCann, Rear Admiral (ret) Benny Suggs, the Director of Training for Harley-Davidson Motor Company in Milwaukee.

The first annual "Fleet Ride-Rumble Through the Tunnels" hosted by Virginia's Bayside Harley-Davidson occurred as a new major event for Fleet Week Hampton Roads on October 19, 2001. More than 2,000 motorcycle enthusiasts participated in the 70-mile ride, which began in downtown Norfolk and culminated at Bayside Harley-Davidson in midtown Portsmouth. The ride passed through each of the four (non-fee) tunnels in Hampton Roads and all six of the Hampton Roads cities (Norfolk, Portsmouth, Virginia Beach, Hampton, Newport News and Suffolk).

The grand marshal for this year's Fleet Ride was retired Rear Admiral Ralph (Benny) Suggs, who is the director of training for Harley. In addition to the ride, there was a concert performed by the local band, The Blue Lords, and activities for children at Harley-Davidson Bayside. Organizers were pleased with the success of the Fleet Ride and expect it to grow significantly in years to come. Next year's Fleet Ride is Saturday, October 19, 2002. For more information go to our Web site: [www.fleetride.com](http://www.fleetride.com).

Fleet Week at Hampton Roads is an annual community event designed to demonstrate the community's appreciation for the 82,000 military service members who call Hampton Roads home. In addition to becoming an exciting new Fleet Week event, the Fleet Ride raised more than \$7,700 for the Navy Marine Corps Relief Society.

## Someone's Gotta Do It

### Help Us Pick America's Hottest Exotic Dancer

It's time for us to pick America's Hottest Exotic Dancer. I know, right now you're saying, "Yeah, you guys have such a rough job." We know, that's why we work here. This year, however, we'd like to share the wealth a little. Log onto our Web site at [www.easyriders.com](http://www.easyriders.com) and take a look at our 10 finalists. Place your vote for the girl you like the most. Hey, at least we're giving you something to do. Of course we'll still be the ones to travel to the clubs, drink beer, and get lap dances but at least you only have 10 girls to choose from. Hell, we had to audition thousands. Okay hundreds. Well, actually we lost count, but it was way more than 10. I know, it's a rough job but someone's gotta do it. So log on today and get your votes in. We'll publish the list and the winner in our next issue.

—Oil Can

## Weird News of the Month

### FARMER SOUGHT FOR COW PIE CRIMES

German police are warning farmers that they could be charged with negligence after a cow pie on a road seriously injured two motorcyclists. Officers are looking for the farmer of the cows that left the pie on the carriageway in Kempten. They say he should have cleaned it up. The two motorcyclists skidded on the cow crap and fell off their bike. They are recovering from their injuries in the hospital.

Police say that the farmer

responsible for the offending patty could be charged with physical injury resulting from negligence, reports the German newspaper *Bild*. The decision to pursue the farmer has been described as ridiculous by farming groups who said it was impossible for a farmer to always walk behind his cows with a shovel. Johannes Schmidt, chairman of the local farmer's union, said: "It's a real shame. What are we supposed to do? Do they expect us to run after our herds with a shovel?"

## Forbes Magazine Company of the Year

### HARLEY-DAVIDSON ON TOP

Harley-Davidson Motor Company was recently named Company of the Year by *Forbes* magazine, in an article entitled "Love Into Money" appearing in the January 7, 2002, edition of *Forbes* and on the magazine's Web site at [www.forbes.com](http://www.forbes.com).

Key factors cited for the Company of the Year award include Harley's record sales growth and earnings, along with strong overall financial performance. In addition, the article notes the Company's long and storied history as well as the devotion of its enthusiasts as deciding factors. "Harley-Davidson stirs passion in its riders, its dealers and its employees and translates that passion into profit," the article states.

The article also focuses on Harley's new V-Rod and its development, the Buell line of motorcycles, the Rider's Edge New Rider Course, and the Company's history and technological advancement.

—Hawg Dawg



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## EasyNews

### Travel Tips

## HARLEY AIRPORT RENTALS

**N**ow you can fly into Palm Springs, California, jump on a Harley and burn some rubber while on vacation. You heard right, Harley-Davidson motorcycles are now available for the first time for rental at the Palm Springs International Airport—America's Resortport. We believe this is the first-ever motorcycle rental agency at an airport terminal in the United States.

The rental location is co-owned by Don Swedo and Don Herborn of EagleRider Inc., the world's largest renter of Harley-Davidson motorcycles, with additional locations in San Diego, St. Louis and Miami.

Swedo told us, "The response to our new Palm Springs airport location has been tremendous. We're renting a variety of Harleys including all of the popular models. All that is required is a valid motorcycle license and the rider must be 21. Rentals are daily, weekly and monthly. Visitors to Palm Springs will be transported to 'Hog Heaven'. Reservations can be made by calling 760-251-5990."

Hell, sounds good to us. Let's go scare some blue hairs!  
—Hog Hound

### Shack of Shame

## Advocates For Highway And Auto Safety

**E**ven a national disaster like 9-11, didn't humble, or even slow down for one moment, the Advocates for Highway and Auto Safety (AHAS), in their open hatred for motorcyclists. Just what flag are these safety-Nazis flying? It sure isn't the American flag by any means. Here's some more of their non-stop "spin" on the "public burden theory" that we've all heard before.

A recent Harris Poll from the AHAS Web site: [www.saferoads.org](http://www.saferoads.org), entitled *The American Public Wants Motorcycle Helmet Requirements* states: "By an overwhelming majority (81%), Americans favor state laws requiring motorcyclists to wear helmets. At a time when states are completely repealing or limiting helmet requirements, the public sentiment is contrary to this

## The 50 Best Bikes of VQ Magazine

Paisano Publications proudly presents: the VQ annual, offering the 50 finest custom motorcycle creations ever seen. This connoisseur's collection for the high end rider is a 100 page collector's edition that you'll treasure forever.

Over the last decade a vast array of beautiful bikes made their way to our cameras and into VQ. This Annual tribute to the very creme de la creme of custom bikes is a carefully chosen selection from our cellar of steller moto-art hewn by the great maestros and magicians of master bike building. Quite simply, what awaits you in our VQ Annual is a stable of two-wheeled thoroughbreds...the best of the best of VQ.

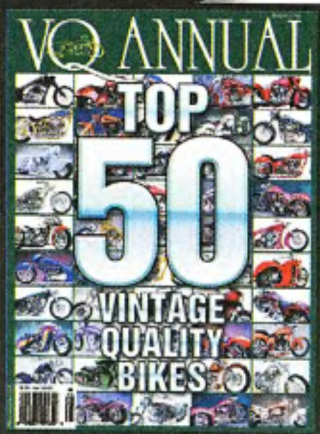
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political action. People do not want, or should not, be the ones to pay bills for preventable injuries."

To this nonsense, AMA Director of State Affairs Sean Maher, correctly replied, "This poll is extremely misleading because it's drawing conclusions that simply can't be drawn from the question that was asked. For example, the question has nothing to do with medical bills. This is the type of propaganda that non-riders are subjected to that we need to debunk."

What a tangled web we weave, when first we practice to deceive! It's totally unbelievable to motorcyclists, and to many others alike, how you sorry non-ridin' bureaucrats actually walk away with a paycheck (at taxpayers expense) by using outright, bald-faced lies and deceit to push your sick freedom-stealin' agenda. Even more insulting is the fact that after a workday, you people go home, get a good night's sleep, then return the next day congratulating each other for a job well done.

—Twiggy

#### Freedom Fighters

## MOTM-2001

**T**he horrific events that took place on September 11, 2001, didn't break, or deter the spirit of the 350 freedom fighters who rode, drove, or flew into Topeka, Kansas, to attend the MRF Convention. ABATE of Kansas, who hosted this event, is not only a "class act," but includes some of the most "down to earth" people I've ever met in my life.

At the same time, I've never seen so many new and younger faces that didn't have that "touch of gray," that so many of us have been afflicted with lately. Thank you all for spending your own dime to be there for something that you so firmly believe in, and that's your freedom of choice.

However, in retrospect, we cannot let America's sorrow be an equally sorry excuse for our government to clamp down on our own freedoms. Andy

Rooney, a syndicated columnist said it best when he stated: "Wave the flag, but keep one eye on the enemy and the other on government."

In closing, we'll announce to you readers at a later date, when and where, the MRF's 2002 MOTM will be held.

—Twiggy

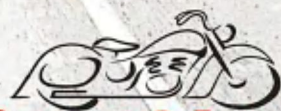
#### Pennsylvania Lottery

## Second Chance Scooter Winner

**M**iddletown, Pa.: Here's another winner from the lottery who will ride herself a new scooter. Pamela Romanishan from Danielsville, Pennsylvania, won herself a new Harley Sportster through the second chance drawing of that state's lottery. She and her hubby are scooter lovers, and as luck would have it, she was in the middle of taking her state's rider education course when she got word she won. She and the ol' man are walkin' on the moon right now and she has her own ride.

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# Happenings

## ALABAMA

Spring Rally  
Place: Faunsdale  
Date: Apr. 19-21  
334-289-4548

## ARIZONA

14th Annual Greasewood  
Poker Run  
Place: Glendale H-D  
Date: Mar. 17  
Info: 623-825-4268  
or 623-247-5542

400-Mile Loop Ride  
Place: Glendale H-D  
Date: Mar. 17  
Info: 623-825-4268  
or 623-247-5542

Antique/Classic Motorcycle  
Show and Swap Meet  
Place: Club Rio, Tempe  
Date: Mar. 24  
Info: 602-843-6064

Bike Show and Rodeo  
Place: The Desert Rose Bar  
and Café, Arlington  
Date: Mar. 29-31  
Info: 928-669-2599; 928-  
726-9345; 602-789-9269

13th Annual Easter Jam  
Place: Winkelman  
Date: Mar. 29-31  
Info: 928-425-6609  
or 480-671-0260

Arizona Bike Week  
Place: Phoenix/Scottsdale  
Date: Apr. 5-14  
Info: arizonabikeweek.com

Cave Creek Main St. Rally  
Place: Cave Creek  
Date: Apr. 5-13  
Info: 480-575-9039

3rd Annual Poker Run  
Place: Tombstone  
Date: Apr. 5-7  
Info: 602-867-2170

## CALIFORNIA

Swap Meet  
Place: Long Beach  
Date: Mar. 24  
Info: 714-557-1846

Jus Brothers Poker Run  
Place: Stockton  
Date: Apr. 20  
Info: 209-466-7455

12th Annual Pacific Coast  
Dream Machines  
Place: Half Moon Bay  
Airport  
Date: Apr. 28  
Info: 650-726-2328

Motorcycle Swap Meet  
Place: Orange County  
Fairgrounds, Costa Mesa  
Date: May 10  
Info: 949-582-2371

3rd Annual West Coast  
Thunder Ride  
Place: Skip Fordyce Center,  
Riverside  
Date: May 27  
Info: 909-789-1995

## COLORADO

ABATE St. Pat's Day Party  
Place: VFW, Johnson's Vill.  
Date: Apr. 16  
Info: 719-395-0360

## FLORIDA

Daytona Bike Week  
Place: Daytona  
Date: Mar. 1-10  
Info: 386-255-0981  
daytonachamber.com

Bike Week at ABATE  
Campground  
Place: Volusia County  
Date: Mar. 1-10  
Info: 407-668-5006  
www.abateflorida.com

## GEORGIA

Helmet Protest Ride  
Place: Atlanta  
Date: Mar. 11  
Info: ABATE of Georgia  
404-294-8900

All Harley Drag Races  
Place: Reynolds  
Date: Apr. 19-21  
Info: 770-603-9501;  
404-226-7949

ABATE Swap Meet  
& Bike Show  
Place: Lakewood  
Fairgrounds, Atlanta  
Date: May 5  
Info: 404-294-8900

## HAWAII

Awareness Rally  
Place: Meridian Park  
Date: May 4  
Info: 208-345-6231

## ILLINOIS

Annual Parts Expo  
and Swap Meet  
Place: Madison  
Date: Mar. 24  
Info: 262-835-9509

Dave White  
Awareness Ride  
Date: Apr. 28  
Info: 1-800-87-ABATE

## IOWA

Motorcycle Show  
and Swap Meet  
Place: Des Moines  
Date: Feb. 9-10  
Info: 712-262-8910

## KANSAS

Bike Show  
Place: Wichita  
Date: Mar. 31  
Info: 316-312-6632  
www.pureenvy.com

## LOUISIANA

LA Purchase MC Rally  
Place: New Iberia  
Date: Apr. 14-17  
Info: 337-365-4277

Annual NCOM Convention  
Place: New Orleans  
Date: Apr. 9-11  
Info: 800-525-5355

Parts Expo and Swap Meet  
Place: The Arena, Alliant  
Energy Center, Madison  
Date: Apr. 24  
Info: 262-835-9509

ABATE Spring Fling  
Date: Apr. 26-28  
Info: 888-892-2669

ABATE State Freedom Rally  
Place: Springfield  
Date: May 5  
Info: 800-87-ABATE

## KANSAS

Bike Show  
Place: Wichita  
Date: Apr. 31  
Info: 316-312-6632  
www.pureenvy.com

Kansas State HOG Rally  
Place: DoubleTree Hotel,  
Overland Park  
Date: May 31  
Info: Your Harley Dealer

## LOUISIANA

Louisiana Purchase MC Rally  
Place: New Iberia  
Date: Apr. 14-17  
Info: 337-365-4277  
members.aol.com/laprrally

Annual NCOM Convention  
Place: New Orleans  
Date: Apr. 9-11  
Info: 800-533-3333

ABATE Spring Fling  
Date: Apr. 26-28  
Info: 888-892-2669

## MARYLAND

Annual Easter Egg Run  
Place: Glen Burnie  
Date: Apr. 13  
Info: Pat 410-766-6497  
Bill 410-451-2610

Anne Arundel Chapter  
Bike Show  
Place: Woodstock  
Date: May 19  
Info: 410-766-6497;  
410-451-2610

## MICHIGAN

Motorcycle Swap Meet  
Place: Saginaw Civic Center  
Date: Mar. 24  
Info: 800-968-4242  
www.motorcycleswap.com

Motorcycle Swap Meet  
Place: Grand Rapids  
Date: Apr. 7  
Info: 800-968-4242  
www.motorcycleswap.com

Spring Run  
Place: ABATE 7  
Date: Apr. 20  
Info: 517-673-4743

Motorcycle Swap Meet  
Place: Detroit Fairgrounds  
Date: Apr. 21  
Info: 800-968-4242  
www.motorcycleswap.com

Motorcycle Swap Meet  
Place: IMA Arena, Flint  
Date: Apr. 28  
Info: 800-968-4242  
www.motorcycleswap.com

2nd Annual Bikin'  
For Burns  
Place: ABATE 20  
Date: May 11  
Info: 810-233-4237

Detroit Freedom Rally  
Place: ABATE 15  
Date: May 12  
Info: 313-929-2229

4th Annual Spring  
Poker Run  
Place: ABATE 19  
Date: May 18  
Info: 248-693-6068

Spring Run  
Place: ABATE 5  
Date: May 18  
Info: 616-689-0774

Shady Shores Poker Run  
Place: ABATE 7  
Date: May 19  
Info: 517-673-4743

Mickey Mouse  
Helmet Protest  
Place: ABATE 6  
Date: May 25  
Info: 989-836-2981

## MINNESOTA

16th Annual Donnie Smith  
Invitational Bike Show  
Place: St. Paul River Center,  
Brooklyn Park  
Date: Apr. 17  
Info: 952-226-1180

Great North Bike Show  
Place: Duluth  
Date: Apr. 27  
Info: 715-392-6008

## MISSOURI

Easyriders Bike Show  
Place: Kansas City  
Date: Apr. 13  
Info: 800-962-9857  
www.easyriders.com

St. Patty's Day Poker Run  
Place: St. Louis  
Date: Apr. 16  
Info: 314-427-5377

Blessing of the Bikes  
Place: St. Louis  
Date: Apr. 28  
Info: 314-954-4013

## NEVADA

Laughlin River Run  
Place: Laughlin  
Date: Apr. 24-28  
Info: 714-694-2800

## NEW YORK

Custom Chrome  
and Ink Show  
Place: American Legion  
Hall, Sanborn  
Date: Mar. 16-17  
Info: 716-433-5064

ABATE Cabin Fever Party  
Place: California Brew Haus  
Date: Mar. 23  
Info: 716-234-0895  
www.abatenymonroe.org

ABATE Spaghetti Dinner  
Place: Bethpage  
Date: Mar. 30  
Info: 516-616-3184

3-2-1 Spring Cash Raffle  
Place: DR's Inn, Rochester  
Date: Apr. 6  
Info: brotherhoodmc.com

IHMC Swap Meet  
Date: Apr. 18  
Place: Rt. 104, Ontario  
Info: 716-748-1765;  
716-738-6581

Annual Charity Ride  
Date: Apr. 25  
Place: Stan's H-D, Batavia  
Info: 716-343-9598

Southern Tier Iron M/C  
Swap Meet  
Place: Rt. 17, 10 miles W. of  
Binghamton  
Date: Apr. 27-28  
Info: 607-692-4784

Cyberspokes MC Bike Run  
Place: W.N.Y. Buffalo  
Date: Apr. 27  
Info: 716-649-0797

Breakout Run Bike Blessing  
Date: Apr. 28  
Place: Dandrea's Party Hse  
Info: 716-234-0895  
www.abatenymonroe.org

3rd Annual M/C  
Awareness Run  
Place: Jugs and Stokers,  
Merrick  
Date: May 4  
Info: 516-616-3184

## N. CAROLINA

27th Annual CBA Spring  
Swap Meet and Bike Show  
Place: Charlotte  
Date: Apr. 23-24  
Info: 704-889-1976

Cherokee Survivor's Rally  
Place: Cherokee  
Date: Apr. 26-28  
Info: 828-479-3572  
www.cherokee-nc.com

CBA Freedom Run  
Place: Raleigh  
Date: May 4  
Info: 704-889-1976

## N. DAKOTA

Freedom Rider 22nd  
Annual Bike Show  
Place: Bismarck  
Date: Mar. 16-17  
Info: 701-734-6411

Crusaders Bike Show  
Place: Ramada Plaza Suites  
Date: Mar. 16-17  
Info: 701-237-4766

## OHIO

Spring Fling Rally  
Place: Ulrichsville  
Date: Mar. 17  
Info: 330-821-9468

ABATE/CMRO  
Dinner and Meeting  
Legislative Agenda  
Place: Painesville Twp.  
Date: Mar. 24  
Info: abatecmro.org

Blizzard Run and Steak Fry  
Place: Brunswick  
Date: Apr. 21  
Info: 330-225-1423

Out of Hibernation Run  
Place: Twins, Shreve  
Date: Apr. 28  
Info: 330-262-3991

14th Annual Six-County  
M/C Awareness Run  
and Party  
Place: Gambrian Inn,  
Canton  
Date: May 12  
Info: 330-821-9468  
www.abatecmro.org

ABATE South Street  
Biker Boogie  
Place: Iron Saddle Saloon,  
Akron  
Date: May 18  
Info: 330-325-8771

ABATE/CMRO Motorcycle  
Awareness Run  
Place: Akron  
Date: May 19  
Info: 800-25-ABATE  
www.abatecmro.org

Special Olympics Run  
Place: Lake Shore Park  
Date: May 19  
Info: 440-576-1275  
www.abatecmro.org

## OKLAHOMA

22nd Annual  
Motorcycle Show  
Place: Tulsa  
Date: Apr. 15-17  
Info: 918-836-2832

War Memorial Run  
Place: Oklahoma City  
Date: May 27  
Info: 405-936-RIDE

## OREGON

ABATE Ann. Party and  
Canned Food Drive  
Place: M/M Restaurant and  
Lounge, Portland  
Date: Mar. 16  
Info: 503-408-9039  
503-760-9015

Long John Poker Run  
Anniversary Party  
Place: Moby Dick's,  
Newport  
Date: Apr. 23  
Info: 541-563-3711

True Apostles Swap Meet  
and Bike Show  
Place: Cowlitz Co  
Fairgrounds, Longview  
Date: Apr. 28  
Info: 503-643-4725

## PENNSYLVANIA

ABATE Helmet Protest Rally  
Place: VFW campground in  
Shellsburg, to Capitol  
Date: May 5  
Info: 717-234-3777

## SOUTH CAROLINA

Motorcycle Awareness Run  
Place: Chastity's Gold Club,  
Columbia  
Date: May 5  
Info: 843-553-8473

## TEXAS

TMRA State Rally  
Place: Abilene  
Date: Apr. 12-14  
Info: 915-550-4107

The Thunder Run  
Place: Fort Davis  
Date: Apr. 28-30  
Info: 915-683-6889

Easyriders Bike Show  
Date: Apr. 6  
Place: Fairplex, Dallas  
Info: 800-962-9857  
www.easyriders.com

## WISCONSIN

H.O.G. Indoor Bike Show  
Date: Apr. 5-7  
Place: Rice Lake  
Info: 715-458-4487

Federation of M/C's Blood  
Drive 715-234-5400  
Place: Eagle Nation Cycles,  
Neenah  
Date: May 5  
Info: 920-722-6518

## WYOMING

Chrome on the Range Bike  
Show and Swap Meet  
Place: Central Wyoming  
Fairgrounds  
Date: Apr. 6  
Info: 307-234-1811  
chromeontherange.com



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## WHAT THE FUCK

My husband bought me a '83 Sportster. It sits in the garage now. I have ridden it twice. I tell my "other half" it needs new—different—handlebars. Note: I'm 5 feet 2 inches and weigh 125 pounds. This bike has fucking buck-horn handlebars! Definitely not made for a person my size. Note: My husband can ride it, "no problem," at 5 feet 11 inches and 225 pounds. I bought new handlebars—mini apes—and here it is six months later. All his friends have enjoyed riding it, when I hear that Sportsters are made for women. Note: Did it, or was it intended to, keep us women from riding to put these fucked-up handlebars on our bikes? My handlebars—the new ones—are now on my son's chopper bicycle. Does he or does he not want me to ride?

Shawn Cole  
McAlester, Oklahoma

*Holy shit! Where do I start on this one? Lady if you bitch and nag this much in a friggin' letter, I—and everyone else reading this—can only imagine what it must be like for that poor bastard you live with. What's with all the "Note" shit? Note this: maybe the poor, tired SOB doesn't want you out there ridin' next to him and havin' to listen to you bitch, piss and moan the whole time. What the hell stopped you from takin' the damn bike to a shop and havin' them stick the stupid bars on, huh? I know, that way you couldn't break his balls for an entire six months! Sportsters were NOT made for women. They were designed after Harley's racing models. Because of their size however, smaller folks, mostly women, felt it was easier to start on, and sometimes stay with, that model. Don't even get me started on your poor son. I hope he rides the livin' shit outta that bicycle of his, with a huge shit-eatin' grin on his face. Look, there's a reason certain folks—like yourself—were not meant to ride a motorcycle. Take NOTE and insert it somewhere dark and mysterious.*

## I'M ALL WOBBLY

I got a wobble and it's getting scary. I'll give ya some background here: I ride a 1950 pan, it's in a 1961 frame, disk brakes front and rear, Harley banana caliper on front, GMA on back, 16-inch rims front and back, 11-inch shocks, 2-inch over forks and the bars are apes. OK, back to the wobble, it's in the front end and it starts at about 30 to 35 mph. It usually levels out at about 55 or 60 then comes in again at around 65 to 70, also at slow speeds on bumpy roads the front end bottoms out on the up slide (sounds stupid but that's the only way I can describe it). As for the wobble, local shops suggested that it was a bent rim or that the front tire threw a belt. Well I wanted a new rim anyway, so I got one. The tire, an Avon, had about 2,000 miles on it but I replaced it too, with another Avon. That seemed to cure the problem; the wobble was gone and it rode nice and handled great. Now, here I am at about 600 or 700 miles and a lot of rough Pennsylvania roads later the wobble is back with a vengeance and worse than ever. Got any suggestions?

Ron in PA  
Via the Internet

*Finally, no "Note" shit! It sounds like you got some worn out bearings. You need to first check your neck bearings. Jack the bike up to get the front wheel off the ground, then stand in front of the bike and pull on the bottom of the fork legs. There should be no movement or clunking. Now while you got the front end off the ground take your wheel off and wiggle each fork lower. You got bushings in there, and they get worn out too. All these parts should feel pretty snug. If you got any slop here, that could be part of your problem. Now go around to the back; your swingarm has bearings too. It should only go up and down, not side-to-side get it? Kinda like "Paint the fence," not "Paint the house," in the movie The Karate Kid. Now listen, this is some serious shit here. Don't ride your bike with a speed wobble; things could get ugly real fast.*

## MY BETTY NEEDS A BOOST

I have a '93 Fat Boy. I love my Betty girl, but have been having problems with her wanting to start. Seems like she likes to fail whenever there is 100 or so bikers around too. She fails when it's hot and when it's cold. When it fails this is what happens I hit the start button and it makes a clunk noise. It draws juice from the battery, because the lights dim when it is pushed. I have been to the illustrious Harley dealership three fucking times and have spent close to \$1,000. I have had the starter replaced, the ignition, the battery and some guy out in Sturgis this year said, "Hey man, it's your jackshaft bearing." Now you would think that somebody would know what the fuck they are talking about, seeing how the Harley dealership gets paid \$65 an hour to be guessing. So my question to you is, what is wrong with my scooter?

Hoss  
Alexandria, Minnesota

*OK Hoss, here's the deal. Did anyone check your charging system? How long has your current battery been in the bike? Is your alternator working? Is your rectifier working? It's pretty hard for me to figure out what's wrong if I don't get some more info. But I do know that if you already spent close to a grand at the Harley dealer and the bike isn't fixed, you should be sending them this letter, not me. Those guys should know what they are doing, and if they don't DO NOT KEEP GIVING THEM YOUR MONEY. I'm sure there are plenty of other shops in your area. Go to your local bike night; ask about the independent shops in your area. Come on man, take control of the situation. And another thing, although I'm not sure, but I believe it's illegal to have this very strange relationship you're having with a motorcycle. Get some help!*

—Gearhead

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: [wrench@easyriders.net](mailto:wrench@easyriders.net).



# NEW AIRPORT SECURITY MEASURE...





# National Law Chart

Neither Easyriders, Inc., nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made, to ensure that the information is correct at the time of publication.

| State          | Safety Helmet | State Funded Rider Ed | Eye Protection | Daytime Headlight | Passenger Seat | Passenger Footrests | Passenger Age Limits | Helmet Speakers | Mirrors  | Periodic Safety Inspection | Radar Detection | 65 (or more) mph Speed Limit |
|----------------|---------------|-----------------------|----------------|-------------------|----------------|---------------------|----------------------|-----------------|----------|----------------------------|-----------------|------------------------------|
| Alabama        | r             | a                     |                | 17                | c              | c                   |                      |                 | r        |                            |                 | ✓                            |
| Alaska         | 4             |                       | 15             | 17                | c              | c                   |                      | p               | r        | r-28                       |                 | ✓                            |
| Arizona        | 4             | a,12                  | 14             | 17                | c              | c                   |                      |                 | r        | r-29                       |                 | ✓                            |
| Arkansas       | 6             |                       | r              | r, 17             | c              | c                   |                      |                 | r        | r                          |                 | ✓                            |
| California     | r             | a, 6, 12              |                | 17, 21            | c              | c                   |                      | 25              | r        | r-28                       |                 | ✓                            |
| Colorado       |               | a,12                  | r              | 17                | c              | c                   |                      |                 | r        | r-28                       |                 | ✓                            |
| Connecticut    | 4, 9          | a, 4, 12              | 14             | 17, 22            | c              | c                   |                      |                 | r        | r-28                       |                 | ✓                            |
| Delaware       | 1,2,5,9       | a, 4, 12, 13          | r              | 17                | c              | c                   |                      |                 | r        | r                          |                 | ✓                            |
| Florida        | 32            | a, 6, 12, 13          | r              | r, 17             | c              | c                   |                      |                 | r        |                            |                 | ✓                            |
| Georgia        | r             | a, 12, 13             | 14             | r, 17             | c              | c                   |                      | 26              | r        |                            |                 | ✓                            |
| Hawaii         | 1, 4          | a, 12                 | 14             |                   | c              | c                   | 24                   |                 | r        | r                          |                 | ✓                            |
| Idaho          | 4             | a, 6                  |                | 17                | c              | c                   |                      |                 |          |                            |                 | ✓                            |
| Illinois       |               | a, 4, 12, 13          | 14             | r, 17             | c              | c                   |                      |                 | r        |                            |                 | ✓                            |
| Indiana        | 4, 9          | a, 12                 | 4              | 17, 18            | c              | c                   |                      |                 |          |                            |                 | ✓                            |
| Iowa           |               | a, 4, 12              |                | 17, 20            | c              | c                   |                      |                 |          |                            |                 | ✓                            |
| Kansas         | 4             | a, 12                 | 14             | 21                | c              | c                   |                      |                 | r (left) | r-28                       |                 | ✓                            |
| Kentucky       | 3, 6, 9       | a, 12                 | r              |                   | c              | c                   |                      |                 | r        | 29                         |                 | ✓                            |
| Louisiana      | 4, 31         | a, 12                 | 14             | 17                | c              | c                   |                      |                 | r (left) | r                          |                 | ✓                            |
| Maine          | 7             | a, 12, 13             |                | r                 | c              | c                   |                      |                 | r        | r                          |                 | ✓                            |
| Maryland       | r, 1          | a, 4, 12, 13          | 14             |                   | c              | c                   |                      | 25              | r        | 30                         |                 | ✓                            |
| Massachusetts  | r             | a, 12                 | 14             | 17                | c              | c                   |                      | p               | r        | r                          |                 | ✓                            |
| Michigan       | r             | a, 4, 12              | 14, 16         | 17                | c              | c                   |                      |                 | r        | r-28                       |                 | ✓                            |
| Minnesota      | 4, 9          | a, 4, 12              | r              | r, 17             | c              | c                   |                      | 25              | r        | r-28                       |                 | ✓                            |
| Mississippi    | r             |                       |                |                   |                |                     |                      |                 |          | r                          |                 | ✓                            |
| Missouri       | r             | a, 12                 |                | 17                |                |                     |                      |                 |          | r                          |                 | ✓                            |
| Montana        | 4             | a, 12                 |                | r, 17             | c              | c                   |                      |                 | r        |                            |                 | ✓                            |
| Nebraska       | r             | a, 12, 13             |                | 17                | c              | c                   |                      |                 |          |                            |                 | ✓                            |
| Nevada         | r             | a, 12                 | 14             | 17                | c              | c                   |                      |                 | r        |                            |                 | ✓                            |
| New Hampshire  | 4             | a, 12                 | 14             | 17                | c              | c                   |                      |                 | r        | r                          |                 | ✓                            |
| New Jersey     | r, 1          | a                     | 9a             | 17                | c              | c                   |                      |                 | r        | r                          |                 | ✓                            |
| New Mexico     | 1, 4          | a, 4, 12, 13          | 14             | 17                | c              | c                   |                      |                 | r        | r-28                       |                 | ✓                            |
| New York       | r, 1          |                       | r              | r, 17             | c              | c                   |                      | 25              | r        | r                          |                 | ✓                            |
| North Carolina | r             | a                     |                | r, 17             | c              | c                   |                      |                 | r        | r                          |                 | ✓                            |
| North Dakota   | 1, 4          | a, 10                 |                | 17                | c              | c                   |                      |                 | r        |                            |                 | ✓                            |
| Ohio           | 3, 4          | a, 4                  | 14             | 17                | c              | c                   |                      |                 | r        | r, 28                      |                 | ✓                            |
| Oklahoma       | 4             |                       | 14             | r, 17             | c              | c                   |                      |                 |          | r                          |                 | ✓                            |
| Oregon         | r             | a, 12                 |                | r, 17             | c              | c                   |                      |                 | r        | r, 28                      |                 | ✓                            |
| Pennsylvania   | r             | a, 12, 13             | r              | 17                | c              | c                   |                      | 26              | 19       | r                          |                 | ✓                            |
| Rhode Island   | 3, 6, 8       | a, 11, 12, 13         | r              |                   | c              | c                   |                      | p               | r        | r                          |                 | ✓                            |
| South Carolina | 1, 6          |                       | 14             | r, 17             | c              | c                   |                      |                 | r        | r                          |                 | ✓                            |
| South Dakota   | 4             | a, 12, 13             | 14             | 17                | c              | c                   |                      |                 | r        |                            |                 | ✓                            |
| Tennessee      | r             | a, 12                 | 14             | r, 17             | c              | c                   |                      |                 | r        |                            |                 | ✓                            |
| Texas          | 31            | r, 4                  |                | 17a               | c              |                     |                      |                 | r        | r                          |                 | ✓                            |
| Utah           | 4             | a, 12                 |                | 17                | c              | c                   |                      |                 | r        | r                          |                 | ✓                            |
| Vermont        | r, 1          | a, 12                 | 14             | 17                | c              | c                   |                      |                 | r        | r                          |                 | ✓                            |
| Virginia       | r             | a, 12                 | 14             | 17                | c              | c                   |                      |                 | r        | r                          | p               | ✓                            |
| Washington     | r             | a, 4                  | 14             | r, 17             | c              | c                   | 23                   |                 | r        | r, 28                      |                 | ✓                            |
| West Virginia  | r, 1          | a, 12, 13             | r              | r                 | c              | c                   |                      |                 | r        | r                          |                 | ✓                            |
| Wisconsin      | 4, 9          | a, 4, 12              | 15             | r, 17             | c              | c                   |                      |                 | r        | r, 28                      |                 | ✓                            |
| Wyoming        | 4             | a                     |                | r, 17             | c              | c                   |                      |                 | r        |                            |                 | ✓                            |
| Wash DC        | r             |                       | 14             | 17                | c              | c                   |                      |                 | r        | r                          | p               |                              |

## LEGEND:

- ✓ In effect on designated rural interstate highways
- r Required by law
- a Available for all eligible applicants
- p Prohibited to use or possess
- c Required if carrying a passenger
- 1 Reflectorization required
- 2 Must have in possession
- 3 Required for novice riders
- 4 Required under age 18
- 5 Required under age 19

- 6 Required under age 21
- 7 Required under age 15 with learner's permit or for one year after obtaining license
- 8 Required for passengers
- 9 Required for instructional permit holders
- 10 Required under age 16
- 11 Required for first-time applicants
- 12 May waive skills test for successful completion of rider education
- 13 May waive knowledge test

- for successful completion of rider education
- 14 Required by law unless equipped with windscreen
- 15 Required unless equipped with windscreen that is 15 inches above handlebars
- 16 Required at speeds over 35 mph
- 17 Modulating headlight permitted
- 18 Required for vehicles manufactured after 1/1/56
- 19 Required for vehicles

- manufactured after 1/1/75
- 20 Required for vehicles manufactured after 4/1/77
- 21 Required for vehicles mfg'd during or after 1978
- 22 Required for vehicles mfg'd during or after 1980
- 23 Prohibits passengers under age 5
- 24 Prohibits passengers under age 7
- 25 Single earphone only
- 26 To be used for communication purposes only

- 27 Required by inspection regulations
- 28 Random
- 29 Annual emissions, some areas
- 30 Upon title transfer
- 31 Optional over 18 with proof of \$10,000 of medical insurance for bodily injuries.
- 32 Not required over 21 with a minimum of \$10,000 in medical insurance.



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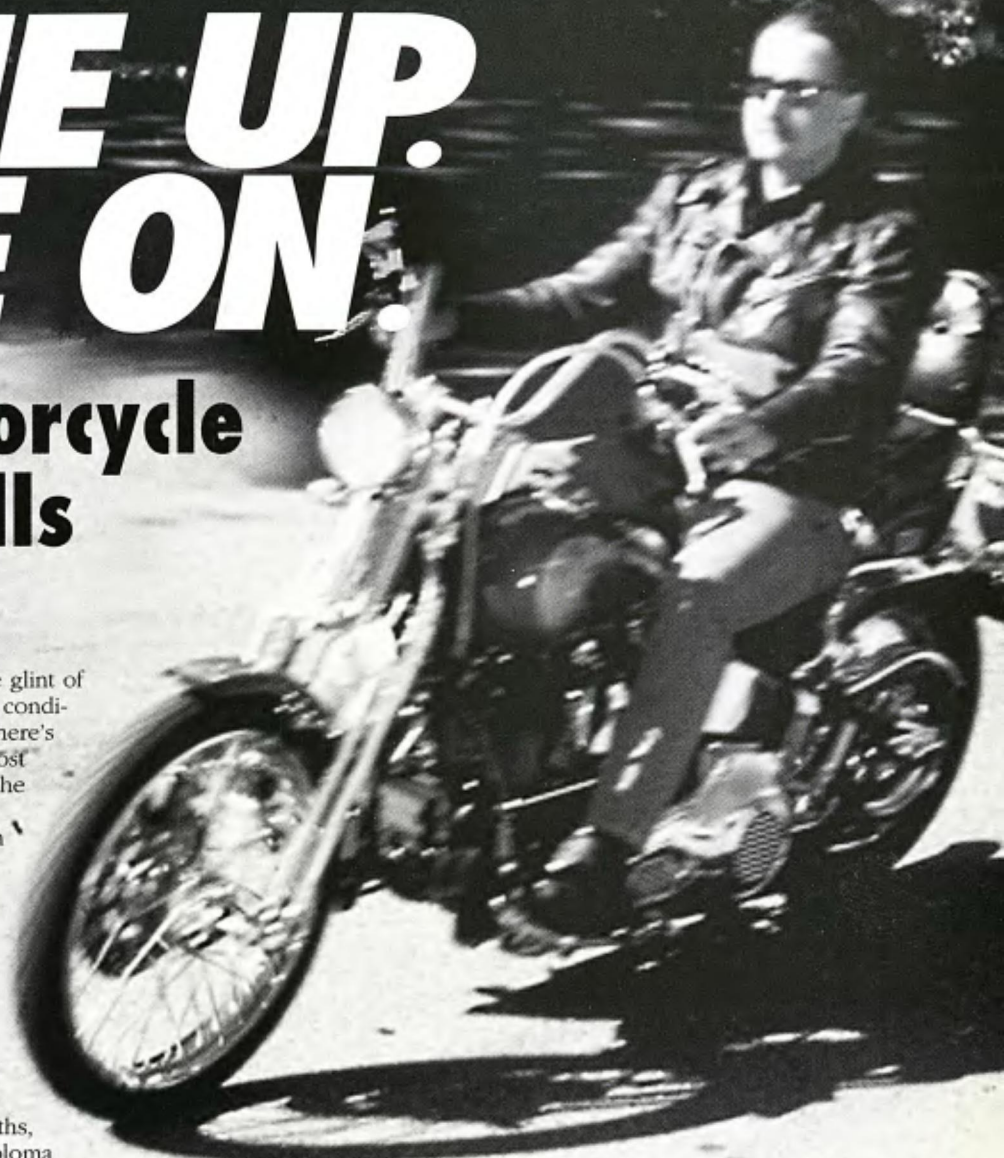
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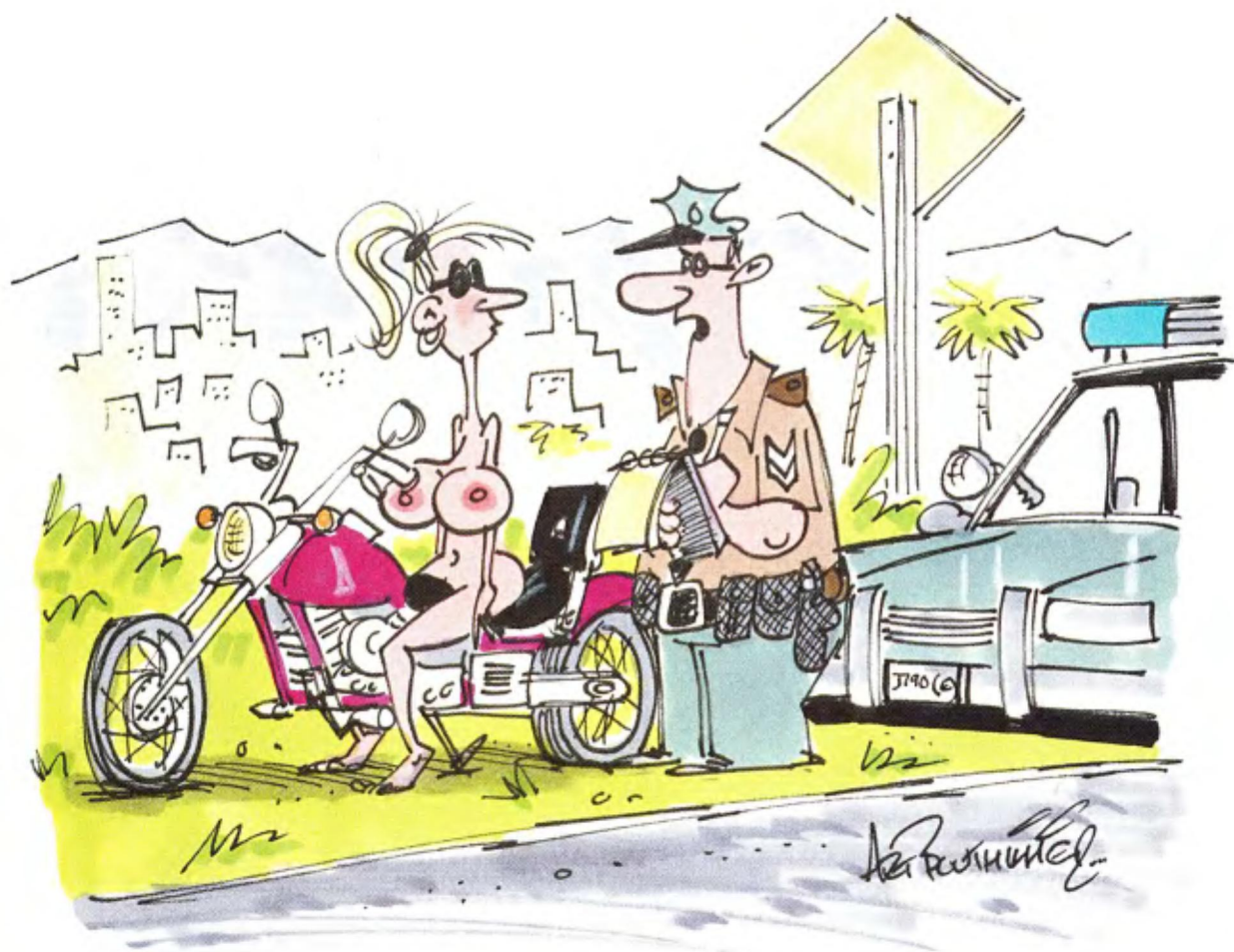
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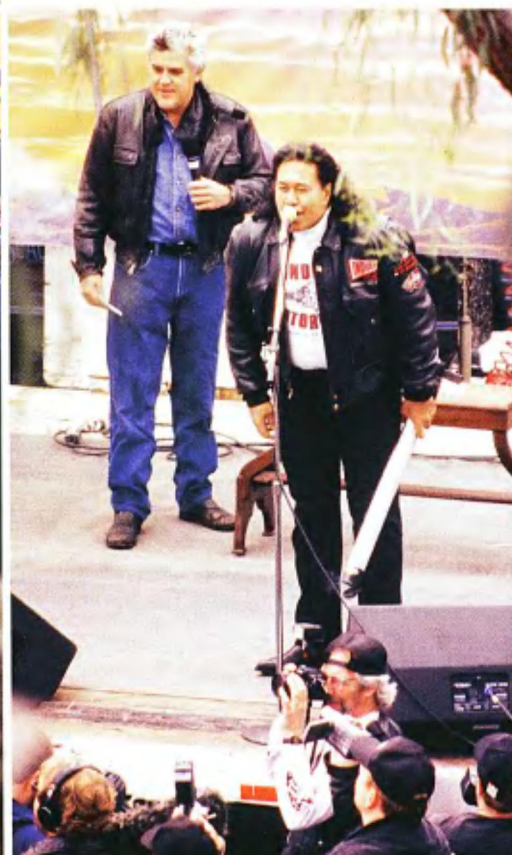


**B**ikes started showin' up at 5:30 a.m. on the blocked off, soggy streets of Glendale to get close to Glendale Harley-Davidson. Volunteers and staffers waved the scoots in, with big, wet smiles all around. It was a foggy, rainy morning but nobody seemed to care. Sunday, November 11, was the 18th Love Ride, the largest motorcycle fund-raising event in the world. Coffee and doughnuts helped warm the riders who were greeted by such notables as Grand Marshall Jay Leno, Willie G. Davidson, and a slew of other riding celebrities. In fact, the full list of Hollywood notables would fill this entire page.

While many on this ride for charity had done it many times before, this year was different. The cause was to aid in the relief effort for fallen firefighters' families in New York City after the terrorist attack on September 11. You couldn't ask for a



## Over a million raised in the rain. **Love Ride 18**







better reason to ride the 50 miles to Castaic Lake. The event also raised funds for the Muscular Dystrophy Association, Reading by Nine, and other local charities. The event was co-sponsored by the *L.A. Times*.

Live entertainment began at 7:15 a.m. with music by Vanilla Fudge, after which, Billy Ray Cyrus gave a rousing rendition of the national anthem before the bikes got fired up for the ride to the lake. If you've never been on this ride it's pretty amazing to see 20,000 motorcycles going down the Los Angeles freeways two-by-two. Wet well wishers lined the overpasses waving American flags, hoisting banners, waving and whooping it up in approval.

Once at Castaic Lake everyone settled in for a nice lunch of ribs and chicken with all the fixin's provided by Tony Roma's. You could stroll around the park-like setting and check out the goods of over 100 manufacturers and distributors of motorcycle parts and accessories. Master builders Arlen Ness, Paul Yaffe, Chica, Jim Nasi, and Ron Simms had custom creations on display and Ford showed off their new F-150 Harley-model trucks. Harley and Indian had their latest iron glistening in the mist, and Performance Machine, Corbin, Custom Chrome, Chrome Specialties, Titan Motorcycle Company, JIMS, J&P and more had their big trucks lined up to show off all of their wares.

The concert started up at noon with young blues great Kenny Wayne Sheppard, followed at 2 p.m. by rock legend Joe Walsh who rocked the hills and thundered out over the cloudy skies. We were also treated to some precision two-wheeled stunt-riding by the Victor McLaglen Motor Corp., and new to the Love Ride was Rhett Rotton's Wall of Death where daring cyclists rode around and around inside a 1941 vintage 30-foot wooden motor-drome snatching donations from the fans.

The video crew from *Steel Dreams* recorded all the action of this watery run and the sultry and sexy Gina Woods of Open Road Radio handled the celebrity interviews with finesse. The big question is, "Will Robbie Knievel jump Castaic Lake next year?" Stay tuned.

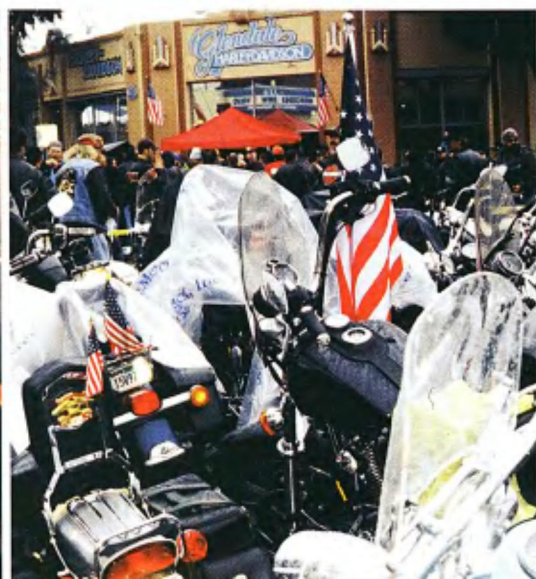
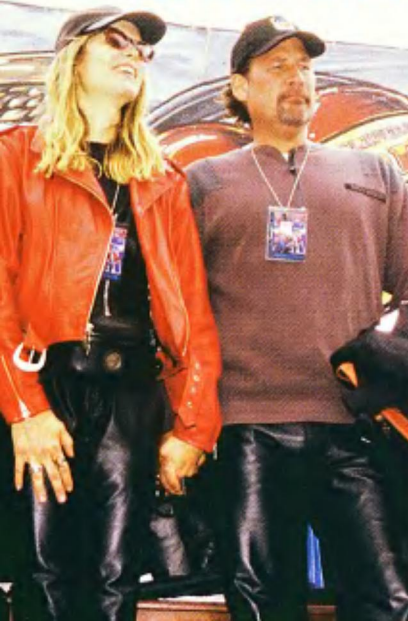
For every \$200 that participants donated to the cause, they were entered into a drawing for a 2002 Ford Harley-Davidson F-150 Super Crew truck, and a 2002 Harley Softail. Star Graitway of Temecula, California, who drove off in the Ford-Harley truck, and Gene Wall of Pasadena, California, who won himself that new Harley, were the day's winners.







wet well wishers lined the overpasses  
waving American flags



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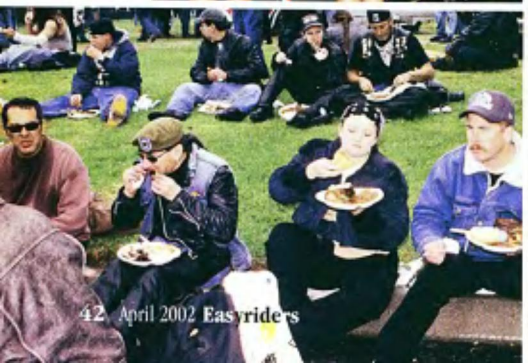


It's hard to believe that this whole thing started out back in 1984 with just 500 riders who raised \$40,000 for the Muscular Dystrophy Association. The Love Ride was founded by Oliver Shokouh, owner of Glendale Harley-Davidson, to promote a positive image for motorcyclists. Oliver remains the ride's chairman and organizer, while none other than Willie G. acts as the event's honorary chairman.

When all was said and done, another million-plus was raised for a good cause, we came, we rode, we partied, and we did some good in the world. You can't beat that.

—Dave Nichols

Photos: Bomber and Boxcar





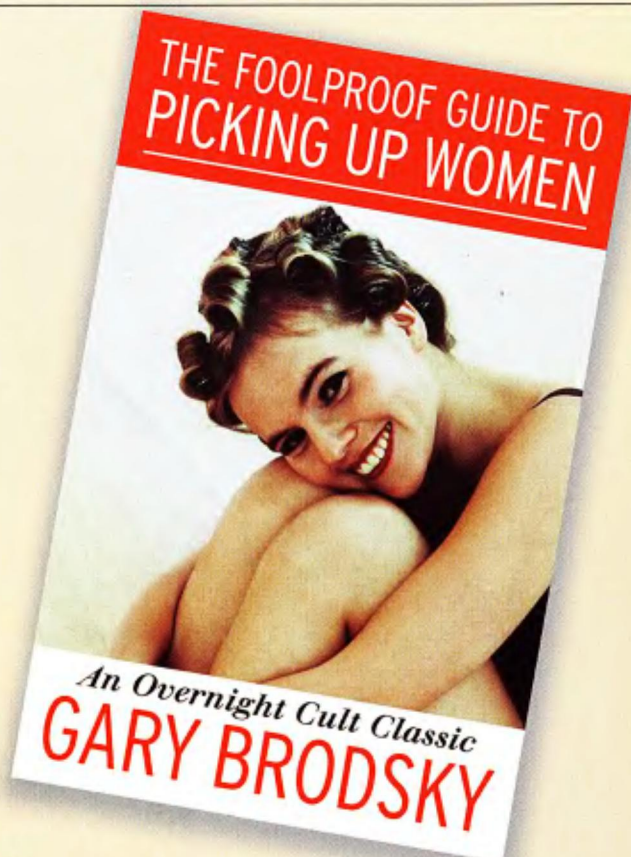
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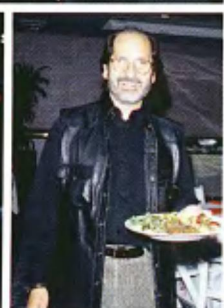
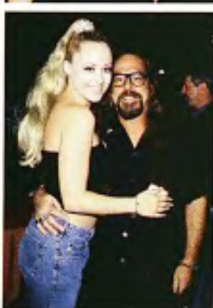
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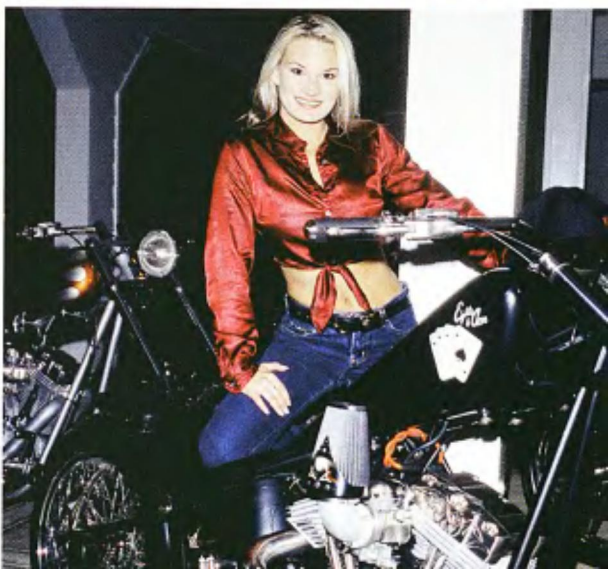
Each year, we here at *Easyriders* want to thank our advertisers, bike-building friends, and aftermarket companies by throwing a Pre-Love Ride Party on the Saturday night before the big ride to Castaic Lake. We figure these guys and gals need a good meal before riding in a pack of 20,000, so we throw a big party at the Los Angeles Equestrian Center in Burbank, California.

This year, all our friends showed up for an evening of eating, drinking, laughter, and horseplay. The horseplay was provided by the expert equestrians who put their thoroughbreds through the paces (wonder if we can get our bikes out on that dirt track?). Master bike builders Arlen and Cory Ness, Barry Cooney, Paul Yaffe, and Chica were on hand, and many a gorgeous custom scooter was displayed out front. SoCal bike builders from L.A. Choppers, Exile Cycles, and Big Bear Choppers helped us party the night away alongside the *boi polloi* of the awesome aftermarket world.

It was just our way to say "thank you" for our loyal advertisers support over the years and also to introduce our hot new *VTwin News* industry magazine (which was formerly *Eagle's Eye*). *VTwin News* will offer all the latest news and products of interest to the two-wheeled world. If you would like your new product to appear in our fine publications, contact *News* editor, Benoit Lamboeuf at 818-889-8740, ext. 261. —Dave Nichols



## Easyriders Pre-Love Ride Party the high priced spread





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# Things I Wish I Didn't Know

I'm a simple man. I like domestic beer, straight out of the bottle, with no fruit garnishes or any of that crap. I like basic foods, no haute cuisine (whatever that is), no trendy shit, just meat and potatoes. I don't know any foreign languages except for the bits of German I've picked up watching Euro-porn. Like I said, I'm a simple man.

It used to be that was good enough, but today, in order to function as a member of society, your life has to be complicated.

There is a hell of a lot of knowledge out there. Way too much stuff we need to know, some of it fairly horrible.

It wasn't always that way. In my grandpa's day if you could shoot straight, saddle a horse and stow away on the first ship headed out of Scotland, you had the necessary skills to earn a living. It might not be a good living, or what we might refer to as an honest living, but hey, you could get by. Those were simpler times.

Along with all the stuff we need to know comes a lot of stuff we wish we didn't. Some of this knowledge comes to us through experience. Some because we live in the information age. Either way, our minds seem to be so full of frightening crap that it hardly seems like there'd be room for all the key knowledge we need to sustain us. How long can you cram your brain with disturbing and somewhat painful info before you start to lose the basics? I don't know the answer to this question and I hope I never find out. It's no wonder that Hollywood has to produce horror movies that are more and more graphic. How else could they compete with the real world of anguish we inhabit.

For example, I really didn't need to know about carpet mites and dust mites. That's right, thanks to microscopic technology we are now able to view all the little vermin that live in our rugs, on our skin, even in our eyes and noses. Your very own pillow is a breeding ground for critters which, under the right magnification, look more like the creatures that guard the gates of hell than something you'd want to snuggle up to in your sleep. I saw a magazine article that had the pictures of some of these wee beasties blown up to the size of a baseball. Lord, if you ever wanted to develop a crippling phobia, looking at those pictures would do it.

I really didn't need to know what a

placenta looks like. In case you don't know what a placenta is, that's the protein bag your rugrat lives on while he's percolating inside your ol' lady. I won't try to describe it because I've spent the best part of 15 years trying to forget, but it's burned into my memory like a brand.

One thing nobody tells you before you experience the miracle of birth is that the whole process is spectacularly gross. Gross to the next degree. There's no movie or horror story scene that can ever compare. Stuff that belongs inside a body is exposed for all to see. It's like taking a cat and turning it inside out. And if you puke, which seems like a normal reaction, suddenly you're the bad guy. You're not a sensitive man. You don't care.

Well you can call me a bastard if you want to, but there is nothing pretty about a placenta. I don't care how sensitive you are, only trained professionals should see that kind of stuff. That's why we live in a modern society with doctors and locked doors with "No Admittance" written on them. To shelter us from harsh reality. Childbirth should be an event that takes place between a woman and a qualified staff. The only thing a man should ever have to witness coming out of his wife are compliments and words of support.

I really didn't need to know what gout is. That's right, I'm one of those sad bastards that has actually had gout. Or should I say, "The Gout" like your grandma would have. Gout is one of those ailments that modern people never get. Telling someone you've had gout is like telling them you've got the vapors. (I don't know what the vapors are but they sound a lot like gas, which is kinda funny.)

Lest you think having gout is funny (like everyone else I've ever told), let me enlighten you. Gout is best known for the severe pain it causes in your big toe. How bad is the pain, you ask with sick curiosity? Well, it feels like your nuts are on your toe and somebody just stepped

on, and ground broken glass into them. And getting rid of gout is almost as bad as having it. You have to take these horse pills which, according to the label, may cause stomach upset. How much stomach upset you ask? Well, it feels like you swallowed your nuts, a hammer and a little bastard to swing it. Not so funny anymore is it?

I really didn't need to know how a vasectomy is done, yet I do. Well, some of it anyway. I came home from work one day and made the mistake of walking into the room while my wife was watching TV. I was tired; I sat down and just kinda started to watch. On the screen was a close up of a green sheet with something protruding through it. I couldn't tell what it was so I looked closer and, Holy Shit, it was a nut. Actually a pair of nuts, gloved hands and a scalpel.

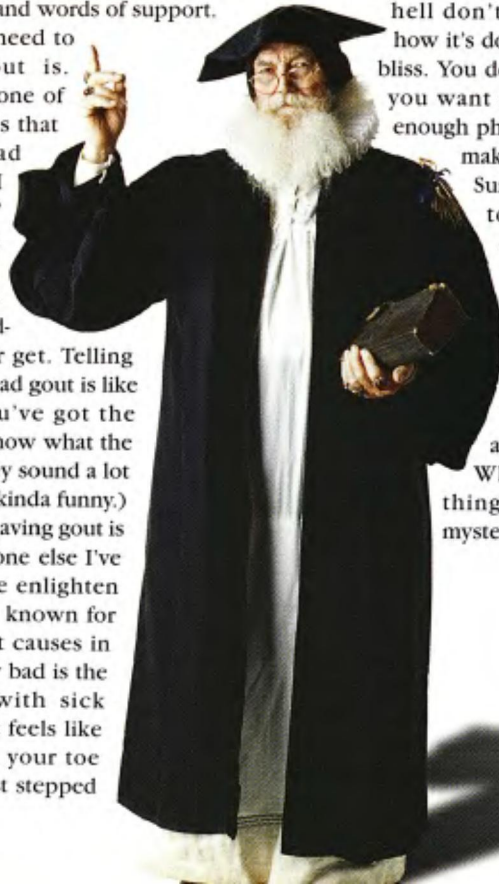
When I came to after having mercifully blacked out, my wife told me she was watching a medical show about the joy of the vasectomy. At this point two questions came to mind. 1) How much vodka would I have to drink to block what I'd just seen from my memory? 2) Why the hell do I need to know this? Even if you have a vasectomy, you sure as

hell don't need to know how it's done. Ignorance is bliss. You don't want detail; you want a blindfold and enough pharmaceuticals to make you comatose.

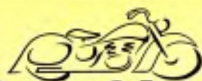
Sure, doctors need to know how to do a vasectomy, but why do I? It's not like I'm gonna get into it as a hobby.

Why do I need to know any of this crap? Why can't some things just be left a mystery?

—Greg White







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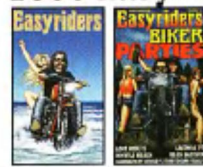
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Norm and Lise Lock

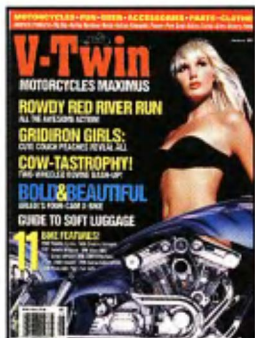


Jeff Kruckenberg

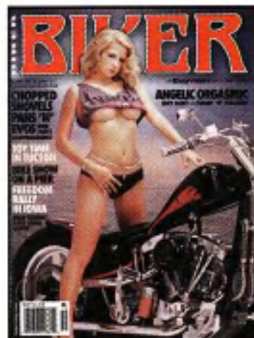
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Here's one authentic motorcycle magazine that's put together for the hardcore Harley brotherhood who take their riding seriously. Killer scoots, T&A exposure. All the heavy duty partying that's going on all across the country and some ladies that'd be a shame to miss. (Published 9 times a year)



In The Wind is just about the most fun you can have sittin' still. You'll find pix, photos, black-and-whites, shots, prints and snaps of all the great biker bashes. Runs and buns, mugs and jugs, scooters. It's out there, it's in here. (Published quarterly)



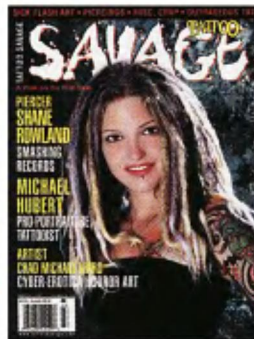
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Frenched. Rolled. Pleated. Channeled. Sectioned. Louvered. Shaved. Flamed. If this is your language, American Rodder brings home the richest collection of precious metal around, everything from the straight up '20s right through to the slickback '90s. (Published bi-monthly)



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Tattoo Savage is unique. If you're into stuff like parasitic flash art and piercing displays, hang on for a radical roller coaster ride to the other side in each issue of this nasty and notorious magazine. (Published bimonthly)



Part fantasy, part magic and mystery come to life, this dazzling display of dermagraphics explores the mystique, the beauty, the art of tattooing. Treat yourself to an amazing collection of tantalizing tats from ink artists around the globe. (Published bimonthly)

### OFFICIAL SWEEPSTAKES RULES

Use the enclosed Official Entry Form and subscription envelope, or write your name, address, phone number, and "EASYSIDERS SWEEPSTAKES ENTRY" on a 3x5 index card and mail it in an envelope to: EASYSIDERS 2002 Annual Sweepstakes, P.O. Box 56044, Boulder, CO 80322-0444. Limit one 3x5 card per envelope. If you wish to subscribe, list the titles you wish to receive on the card, and enclose payment or request regular or three-installment billing. Entry form must be legible and completed in full to be valid. All entries must be received by August 31, 2002. Easyriders/Paisano Publications, Inc. assumes no responsibility for lost, misdirected or late mail.

Prizes are not transferable and not redeemable for cash, except for the cash option associated with the first prize. No substitution of prizes is permitted. You may win one of a total of 1902 prizes—1 Grand Prize, 1 First Prize with a cash alternative, 300 Second Prizes, 300 Third Prizes, and 1000 Fifth Prizes. The motorcycle prizes pictured may not be the specific ones awarded. Total approximate retail value is \$212,400.00.

Winners will be selected by random drawing from all entries received, and validated by Wood International Solutions whose decisions will be final. Prize winners will be notified by mail within 60 days of the closing date and must acknowledge notification within 30 days, or the prize will be forfeited and an alternate winner selected. In the event that all prizes are not claimed, which is likely, random drawings will be held from among all entries received to award unclaimed prizes. THE ODDS

OF WINNING DEPEND ON THE TOTAL NUMBER OF ELIGIBLE ENTRIES RECEIVED AND ARE NOT IMPROVED BY SUBSCRIPTION PURCHASE.

The Sweepstakes is open to all residents of the U.S. aged 18 or over, EXCEPT RESIDENTS OF THE STATES OF FLORIDA AND NEW YORK, employees of Easyriders/Paisano Publications, Inc. and their families, its affiliated companies, and advertising and promotion agencies. This sweepstakes is void in Florida and New York, outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law. Entries from ineligible participants will be rejected; however, all subscription requests will be honored.

ALL FEDERAL, STATE, LOCAL TAXES, IF ANY, AND SHIPPING, STORAGE, TRANSPORTATION, REGISTRATION, AND ANY OTHER FEES ASSOCIATED WITH THE MOTORCYCLE PRIZES ARE THE RESPONSIBILITY OF THE WINNERS.

Winners may be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Easyriders/Paisano Publications, Inc., and name will be returned. Winners grant Easyriders/Paisano Publications, Inc. and its agencies the right to use their names and likenesses for advertising and promotional purposes.

For a list of major prize winners, send a separate stamped, self-addressed business envelope to: 2002 Sweepstakes Winners List, Easyriders, Inc., 28210 Dorothy Drive, Agoura Hills, CA 91301. NO PURCHASE NECESSARY TO WIN.

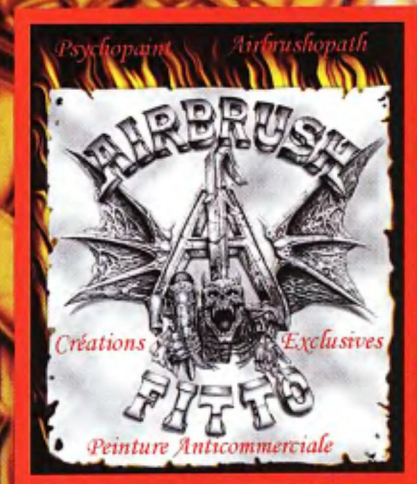




Nothing is lost in the translation of his inner images to the curvaceous metal surfaces when famed Canadian painter Fitto turns his attentions to creating yet another show-winning custom bike. We therefore trust that Fitto's friend and master builder Mitch Bergeron's helpful translation of Fitto's words captures the essence behind the French language in which Fitto writes. Mitch, the owner of Mike's Bike Works, has worked with Fitto for the past 10 years on a wide spectrum of customs, many of which have garnered top honors on both sides of the border including the prestigious VQ Painter of the Year Award.

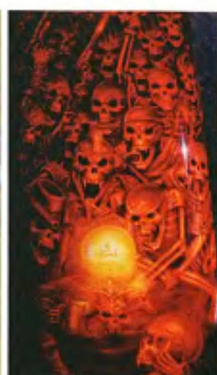
To begin our story, let's start with Fitto's name: a childhood moniker that overlays his legal nomenclature, Martin Bouchard (aka Fitto). Now 32, Fitto, who lives and works in the city of Chateauguy in the Montreal area of Canada's Quebec Province, has been operating Fitto Airbrush for the past 10 years. He has been drawing, as he says, since he was able to hold a crayon. "For me it's always been a good way to express myself and let off steam," says Fitto, who also has a penchant for monster trucks, heavy metal music, and serious weight training especially bench pressing. He also describes himself as "an anti-commercial psychopainter and airbrushopath." One look at his gallery of work and the terms definitely apply.

# FITTO



**Canada's Master Painter  
Fantastique Fitto**





"I discovered airbrushing about 11 years ago, and a few months later I began a full-time career in it. During the first year, I worked in a leather and tattoo shop and then went out on my own. The market that interested me most was that of custom bikes, and I began to stick out from the ordinary with my particular style, which you could describe as aggressive, heavy, radical and influenced by rock n' roll. My foremost goal is to have my clients entirely satisfied, and so I try to put myself in their shoes to better understand what they want.

"What interests me the most in this business is the creation of unique designs and concepts and to invent new artwork that can advance the style of a bike from one end to the other. I'm always trying to invent, pushing myself artistically, which requires some patience from my clients." Yes there is a waiting list for Fitto's work, six months the normal wait-your-turn factor, but as his clients say, their patience is well rewarded.

Fitto likes to work freehand and uses no markers or brushes, all his work is done by airbrush, and that freehand freedom was perhaps shown to its best advantage on the award-winning "Dragon Bike" built by Mike's Bike Works. "Basically Fitto and I have worked on the same projects," says Mitch. "And for the last five years most of the bikes from the Quebec area that have won at the shows out here, at the Daytona Rat's Hole and the Easyriders Shows including Columbus, were painted by Fitto, and were also bikes with my metal-work or built altogether, and that Fitto painted. I would say every winning bike appearing out of Quebec has been airbrushed by Fitto.

"There are a lot of shops out here that send their work to him. Airbrush is so much second nature for him that he can do things like flames with his eyes closed and much faster than anyone else. He also does it 10 times better. He's a real artist and works like a real artist. He works out of his home because he



doesn't need a big shop and usually paints all night long, from 10 in the evening to maybe 8 in the morning because that way he has no distractions and can totally focus on the project."

Fitto points out that the base paint upon which his artistry manifests itself is entrusted to the very capable hands of Yves Show Paint, located in the Montreal area. "When I finish a bike," Mitch says, "I bring the frame and body parts to Yves who does the molding and applies the base color, then sands it all down and brings it to Fitto who applies his airbrush work, then it goes back to Yves who then clear-coats it and finishes up the final sanding and buffing."

Fitto adds: "Without the superior quality of Yves' work, mine would not have the same value." As for the show wins that have meant the most to him, Fitto says, "I am most proud of winning four years in a row for Best Paint of Show at the Nationals in Toronto, Canada, and also receiving the Easyriders VQ Award for Best Painter of the Year." He also says that being recognized as one of the best in the field in North America, as well as an innovator, is a huge honor.

Mitch adds that, to blow off some more steam, Fitto likes to burn donuts with his monster truck until he's up on two wheels. "He's pretty radical," laughs Mitch. "He's very well educated and speaks very well, but he's very passionate about his art. Fitto is a world-class painter and would be a success anywhere. Everybody out here tries to copy him, and you can spot the 'Fitto look', but he's so innovative that people can't keep up with him. On my bikes, after picking my basic colors, I give him the whole kit and caboodle, and say, 'you put what you want where you want.'"

"Like the Dragon bike that won Best Paint of the Year, I just told him I wanted nine dragons, and he did the rest. The paint job is gorgeous and will be gorgeous as long as the bike rolls."

Mitch has just emigrated from the long winters of Canada to the endless summers of Palm Springs, California. But even though a few thousand miles separates Mitch from Fitto, the connection will be maintained says Mitch, because, after all, there is only one Fitto. And as they say in French, this master painter is absolutely fantastic.

For more info on Fitto, check out his Web site [www.airbrushfitto.com](http://www.airbrushfitto.com), and don't worry, the site is bi-lingual, or you can call 450-691-7740. Yves Show Paint's number is 450-347-3948.

—Paul Garson

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# LFWAGO

A FIERY STEED WITH A FUNNY NAME



Unfortunately for Gary, the California DMV had already given out the name "El Fuego" for a license plate number, but because his steed is an irrefutably fiery one (just look at all them flames), he opted for the "phonetic spelling," he says.

Getting what he wanted was something he set out for right from the beginning, regardless of how many detours or alternative solutions he might have to deal with. That goes, for instance, for his choice of bike. "I've always liked the FXR





styling," he says. "I always thought it was a good bike to start with for a custom. I wanted something that would look unique and still be rideable, so the fact that it has a rubbermount and the styling that I liked, it seemed like a good project for me. The style I was after was smooth radiuses and flowing lines, as opposed to any real harsh or straight sides."

While getting his dreams and ideas turned into something tangible was relatively easy, it did entail a lot of

patience. "Almost all the actual work was done by Damon's," he says. "They really deserve all the credit. I went to them with a concept I had sketched out, a parts list, and the basically stock '91 FXR, and they turned it into what it is."

By turning the FXR into Gary's dream ride, the folks at Damon's stretched its frame by 2 inches and raked it to 39 degrees. The oil tank was placed under the tranny, as opposed to right under the seat, where it usually sits, "for a variety of

reasons," Gary explains. "For one thing, it gives it a better look, but it also lowers the center of gravity."

Damon's also fabricated all the sheet-metal, with the exception of the front fender, which was originally off a Triumph, while the front end came from Dave Perewitz and was slightly modified by Damon's.

The patience came into play when Gary started collecting parts for his new ride, which would take all of three







years to be complete. "Back then, there were items that we wanted to put on the bike that we just couldn't get from suppliers, such as some of the parts from Performance Machine, like the rotors," Gary says. "Those are parts that are now readily available, but back then, they were relatively new. So early on, we were basically in a parts collection mode for a while and were waiting to start doing the work."

While Damon's was busy with the rolling chassis, the stock '91 Evo motor was sent out to Mesa Cycle where it was

pumped up to 96 cubes and outfitted with some Patrick Racing heads, a Compufire ignition, an S&S cam, a carb from Carl's Speed Shop, and several other go-fast goodies. "We've never dynoed it," Gary says, "but there were several times when I scared myself... with no clutch in second or even third gear, you can twist the throttle and the rear wheel breaks loose. It'll definitely get up and go."

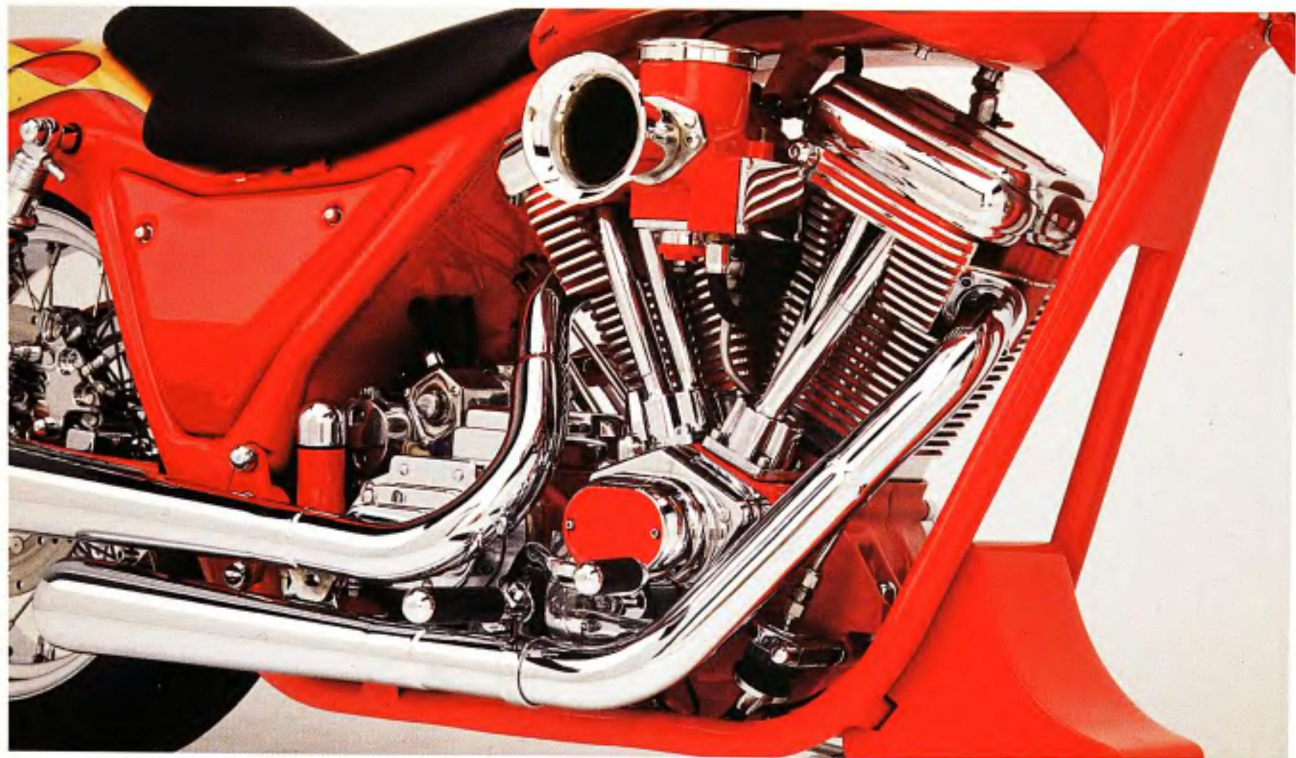
Gary, who's owned a number of bikes before tackling this project, says, "The real goal for me was to have something I could ride to shows and all over the place, and

not something that was going to be trailered." To that end, Gary has been successful in more ways than one. He won second place overall at the last All American Custom Bike Show in Irvine, California, and of course, he rode it there.

Plus, imbued by the success of his first major project, Gary is already scheming and planning his next one, something "based on a hardtail, a nice little bar hopper. It's just a matter of finances and finding the time."

Can't wait to find out how that one's gonna be spelled.

—Red Baron













# passin' gas

A married couple out hiking come upon a wishing well. The guy leans over, tosses in a coin and makes a wish. His wife decides she too would like to make a wish, but she leans over too far, falls in and drowns.

"Holy shit," the guy says in amazement. "It works!"

*Edmond A. Bryan  
Wewabitchka, Fla.*

The young bride approached her awaiting husband on their wedding night and demanded \$20 for their first lovemaking encounter. In his highly aroused state, he readily agreed. This was repeated each time they made love for the next 30 years, him thinking it was a cute way for her to buy new clothes, etc.

Arriving home around noon one day, she found her ol' man in a very drunken state. Over the next few minutes she heard of the ravages of financial ruin caused by corporate downsizing and it's effects on a 50-year-old executive.

Unfazed, she loaded him into her car and drove down to the local hospital. Pointing to the structure she informed him that he owned the land it was built on and that they paid him \$6,000 per month rent. She handed him a bankbook showing deposits and interest for 12 years totaling nearly \$1 million dollars. Pointing across the parking lot she gestured toward the local bank while handing him stock certificates worth nearly \$2 million and informing him that he was the largest stockholder in the bank. She told him that for 30 years she had charged him each time they had sex, and this was the result of her investments.

By now he was distraught and beating his head against the side of the car. She asked him why the disappointment at such good news and he replied, "If I had known what you were doing, I would have given you all of my business!"

*Steve Schwacke,  
via the Internet*

A forlorn lookin' biker enters his favorite watering hole and orders a soda. The bartender asks why he doesn't want his usual shot. The biker replies, "I gave it up, don't drink anymore. Last night I got to 69ing Karla."

"So what," says the bartender. "I thought all bikers like to eat pussy."

"No, No. You don't understand," the biker replies. "Karla's my fuckin' dog!"

*Eddie Garza  
Huntsville, Texas*

During the Christmas season a mailman walks up to his favorite customer's house and rings the doorbell. Out walks the gorgeous blonde housewife who grabs him, takes him upstairs throws him on the bed, screws the hell out of him, then hands him a dollar.

Surprised to say the least, he asks, "What's this for?"

She then tells him, "I asked my husband what to get you for Christmas and he said, 'Fuck him, give him a dollar.'"

*Eric Laugbery  
Pendleton, Ore.*

Biker Bill and his ol' lady, Wanda, were traveling across country. They pulled into a gas station in Oregon to fill up. The attendant came out, started to gas up the scooter and asked, "Where ya headed?"

Bill started to answer when Wanda, being hard of hearing shouted, "What'd he say?"

Bill told his ol' lady, "He wants to know where we're going," then went on to tell the attendant they were headed to Washington. The attendant then asked where they were from.

Again, before he could answer, Wanda shouted, "What'd he say?"

Bill says, "He wants to know where we're from," then went on to tell the attendant they were from Texas.

The attendant then said, "I was in Texas once 'bout 25 years ago. Got the worst piece of ass I've ever had, and she was friggin' ugly—butt ugly!"

Wanda again shouted to bill, "What'd he say?"

Bill just looked at her and shouted back, "He says he thinks he knows you!"

*"Jer-Wad" Kebler  
Lost Nad, Nebraska*

A biker came home to his ol' lady and said, "Guess what, honey? I've found a great job. A regular 9 to 5, no overtime, no weekends and it pays \$600 a week!"

"That's great," replied his ol' lady.

"Yeah, I thought so too," he agreed. "You start tomorrow."

*Gary Littrell  
Crescent City, Calif.*

Jenny finds out that her elderly grandfather just passed away, so she asks her grandmother how he died. The grandmother explains, "He had a heart attack during sex on Sunday morning."

Horrified, Jenny suggests that having sex at the age of 94 was asking for trouble.

"Oh no," her grandmother replied. "We have sex every Sunday morning in time with the church bells—in with the dings, out with the dongs..." Then she wipes away a tear and says, "If it wasn't for that damned ice cream truck..."

*Cotton Murrell  
Big House, Texas*

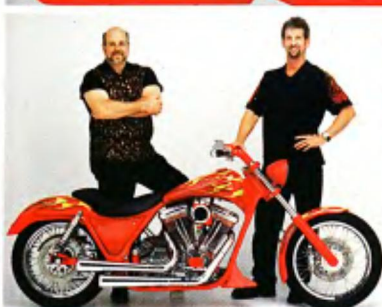
A young, not-so-bright prospect asked one of the patch holders if he knew the difference between in-laws and outlaws. The patch holder thought for a moment and replied, "Sure. Outlaws are wanted."

*George C. Pope  
Graybar, Miss.*

---

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do better? Prove it. Send us your best stuff. We'll pay \$40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.





**Owner:** ..... Gary Krantz

**City:** ..... Long Beach, California

#### **General**

**Fabrication/Assembly:** ..... Damon's

**Year/make:** ..... 1991 Harley-Davidson

**Model:** ..... FXR custom

**Value:** ..... priceless

**Time:** ..... 3 years

**Chroming:** ..... South Bay

#### **Engine**

**Year:** ..... 1991 Evo

**Rebuilder:** ..... Mesa Cycle/Damon's

**Ignition:** ..... Compufire

**Displacement:** ..... .96 cubes

**Lower end:** ..... S&S

**Balancing:** ..... Mesa Cycle

**Pistons/Cases:** ..... S&S

**Heads:** ..... Patrick Racing

**Cam:** ..... S&S .562

**Lifters:** ..... JIMS

**Carb:** ..... Carl's Speed Shop

**Air cleaner:** ..... Carl's Speed Shop

**Pipes:** ..... BUBs

#### **Transmission**

**Year:** ..... Baker 6-speed

**Shifting:** ..... foot

**Engine sprocket:** ..... Primo Belt Drives

**Trans sprocket:** ..... Primo Belt Drives

**Wheel sprocket:** ..... Road Wings

#### **Painting**

**Molding:** ..... Damon's

**Painter:** ..... Damon's

**Color:** ..... Damon's red

**Type:** ..... House of Kolor

**Special paint:** ..... pearl flames

#### **Frame**

**Builder:** ..... H-D/Damon's

**Type:** ..... '91 FXR

**Rake:** ..... .39 degrees

**Stretch:** ..... .2 inches

#### **Accessories**

**Handlebars:** ..... Damon's

**Risers:** ..... built-in w/gauges

**Fender(s):** ..... Triumph (f)/Damon's

**Headlight:** ..... 7-inch/Damon's

**Taillight:** ..... LED/Damon's

**Speedo:** ..... Pro-One

**Front pegs:** ..... Yaffe

**Electrics:** ..... Davis/Weber

**Gas tank:** ..... Damon's

**Oil tank:** ..... Damon's, under tranny

**Primary cover:** ..... STD

**Seat:** ..... Sticher

**Mirrors:** ..... Cyclesmith

**Grips:** ..... Damon's

#### **Forks**

**Type:** ..... .41mm

**Extension:** ..... .4 inches over

**Builder:** ..... Perewitz/Damon's

#### **Wheels**

#### **Front**

**Size:** ..... 19 inches

**Hub:** ..... Road Wings

**Rim width:** ..... 2.5 inches

**Brake:** Performance Machine 6-piston

#### **Rear**

**Size:** ..... 18 inches

**Hub:** ..... Road Wings

**Rim width:** ..... .6 inches

**Brake:** Performance Machine 4-piston

**Photos:** ..... John Wycoff



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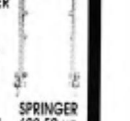
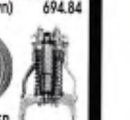
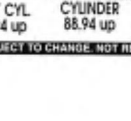
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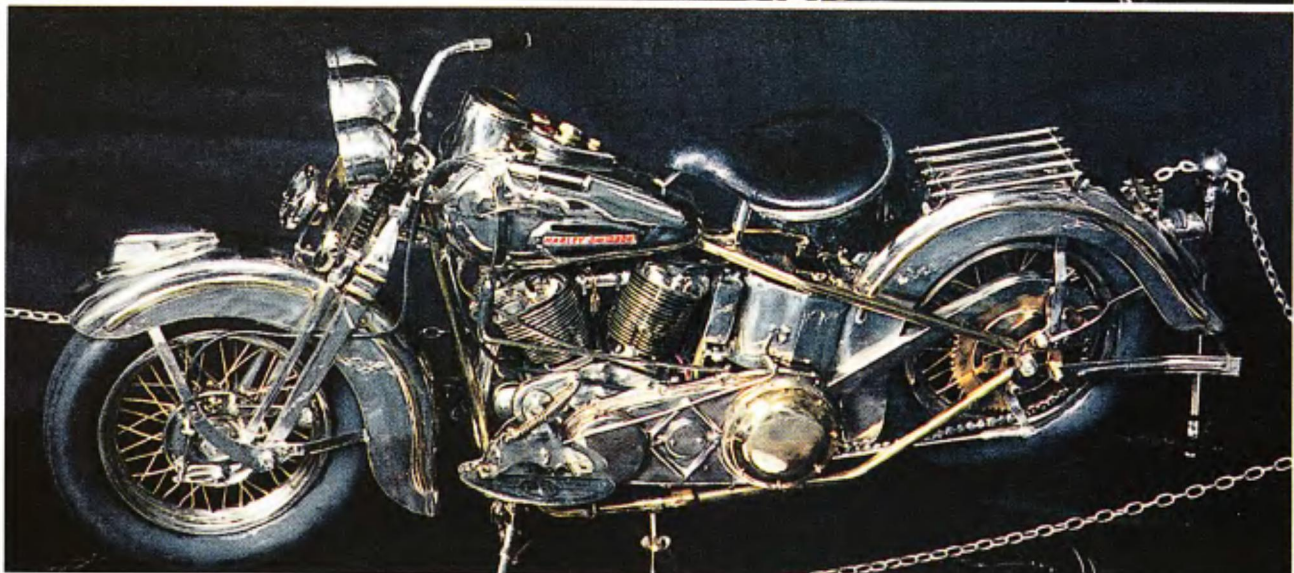
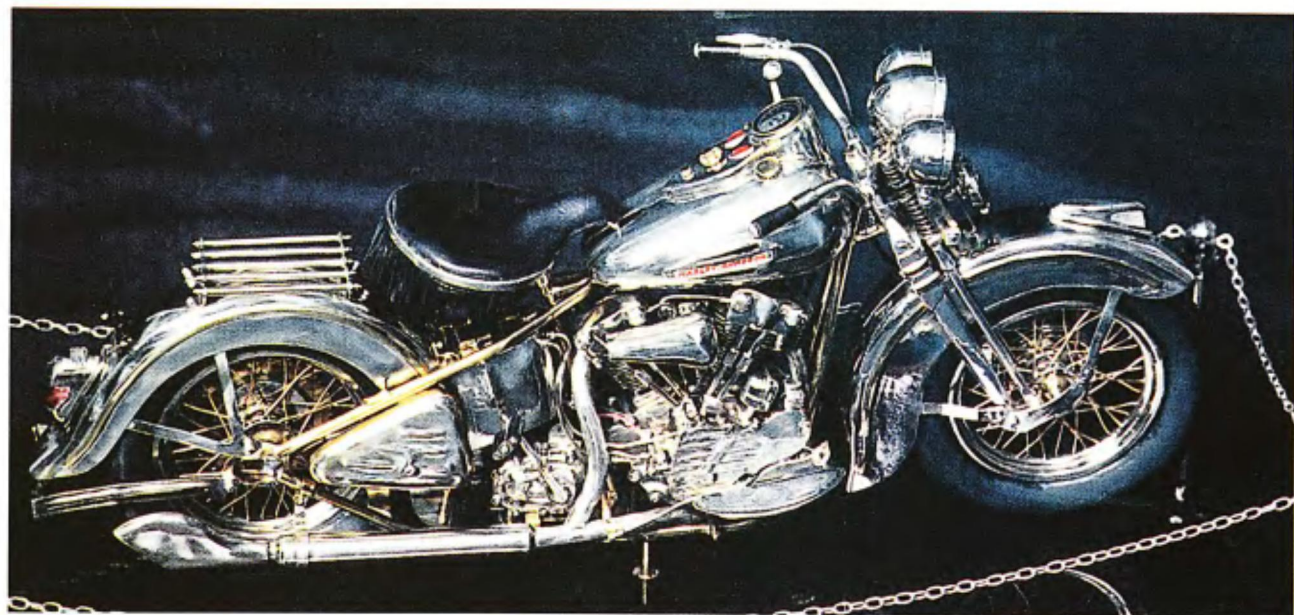
ALBERT DENNES' LABOR OF LOVE

# It Takes A Lot Of Brass

Sometimes, the right combination of factors just happens as if put there on purpose by fate, and truly amazing things come to pass. It is called synchronicity: A loitering iceberg, a particularly bitchy arctic winter, and an unsinkable ocean liner, for example, or a greedy Spanish princess, a stubborn Italian seafarer, and a few nasty islands rising from the ocean depths and blocking his way westward to India.







Photos: courtesy of Albert Dennes

Perhaps on a somewhat lesser scale, but none-the-less just as mind-blowing, is the amazing thing you're looking at right here: a miniature 1940 knucklehead, made entirely and painstakingly by hand. The catalyzing combination of factors? A magazine picture, a talented jewelry maker, and lots of idle time.

Albert Dennes, the creator of this miniature beauty, is in possession of all three of these factors, and then some. Having been a jeweler almost all of his life (he learned the trade as a teenager from his father), being possessed by a love for Harleys, and currently a resident at a Graybar Hotel in Texas, Albert has all the necessary prerequisites for this awesome case of synchronicity.

"It all started with a magazine picture," Albert says. "I fell in love with it and I knew that I wanted to make this motorcycle in miniature."

He started by checking out motorcycle parts and restoration books, from which he would glean how each part had to be formed and meticulously scaled. He began with the frame. "I chose brass rods to construct the frame," he explains. "It was a tough job, especially making all the brackets and mounts that were needed to duplicate the full-sized bike frame. And the precise scaling of it was crucial, because everything else had to be scaled according to the frame."

Then came the front end, which he wanted to handle exactly like the real one. Making each little part of it took "many hours of study and work, but eventually, I had a fully functional miniature springer front end." The springer fork, by the way, is made from sterling silver.

The most challenging phase, according to Albert, was the motor. "It was by far the most complicated to duplicate. I started

with a few sheets of nickel, cutting every scaled part to fit. Once all the different parts were cut, the forming, fitting, and soldering began. It took over one hundred hours to complete, but once it was finished, the motor looked like you could start it up."

The tranny and primary were built the same way, although some parts "I built with polished brass, because I wanted to create a show bike look. And combining the different metals gave it that look."

For the fenders, Albert had to refer to the parts book. He used nickel, which he carefully molded and shaped, and for the real look on the fender trim, the brass came into play, which resulted in a very real looking set of fenders.

The last major project was the gas tank, for which Albert used a mold. Made from nickel and brass, each piece was cut, hand-formed and soldered together.



Carefully assembled, it represents a very realistic looking, scaled-down gas tank.

The remaining parts were, of course, just as meticulously fabricated. "When making the rims and tires, I paid strict attention to every minute detail.... Each rim was built with 40 spokes, and I had to design a special jig to construct and align the rims. I used brass for the spokes and nickel for the rest. The tires were made of actual rubber, which took a very long time to fabricate and achieve the realistic look I was after. The tire treads were carved one by one."

Of course, all screws, nuts, bolts, brackets, and accessories were also made piece by piece, and as a last step, all parts were polished to a gleaming shine.

All together, Albert estimates that he invested more than 650 hours into this labor of love, which measures about 14 1/2 inches in length and 6 1/2 inches in height. "It has many movable parts, including a functional kickstand, and gear shifter, wheels, suspension, starter pedal, rear stand, and rear breaks. All these parts are capable of movement, just like on a full-sized motorcycle."

According to Albert's sister, Barbara, Albert is much in demand these days at his hotel. "He's really busy because everyone wants him to make stuff," she says. "He makes all the belt buckles for the policemen there, and since, as a jeweler, he was also an engraver, he makes the most amazing engravings on leather."

The knuckle, by the way, is even furnished with its own garage, which, in this case, is a sewing machine case, "where the top just kind of lifts up and the bottom is the bike's base," Barbara tells us.

Well, in case you're already champing at the bit: the knuckle is for sale. You can send an e-mail to Barbara for more information and put in your bid at [amazingflowers@hotmail.com](mailto:amazingflowers@hotmail.com); she'll be happy to fill you in on the details—and maybe even sell you some flowers while she's at it.

Will there be any more such masterpieces in the future? Unfortunately for Albert, it looks good, depending on the outcome of the ongoing appeals process. But either way, Barbara says, "When he made this motorcycle, he immediately knew he had to make another one, and he's already got ideas for something else he's making. I just don't know what kind it's going to be."

We'll just leave it up to synchronicity.

—Red Baron

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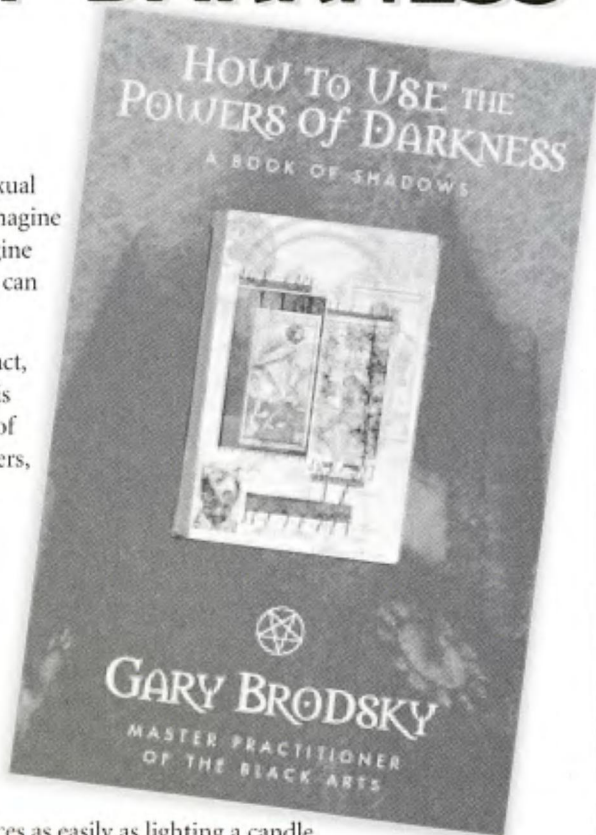
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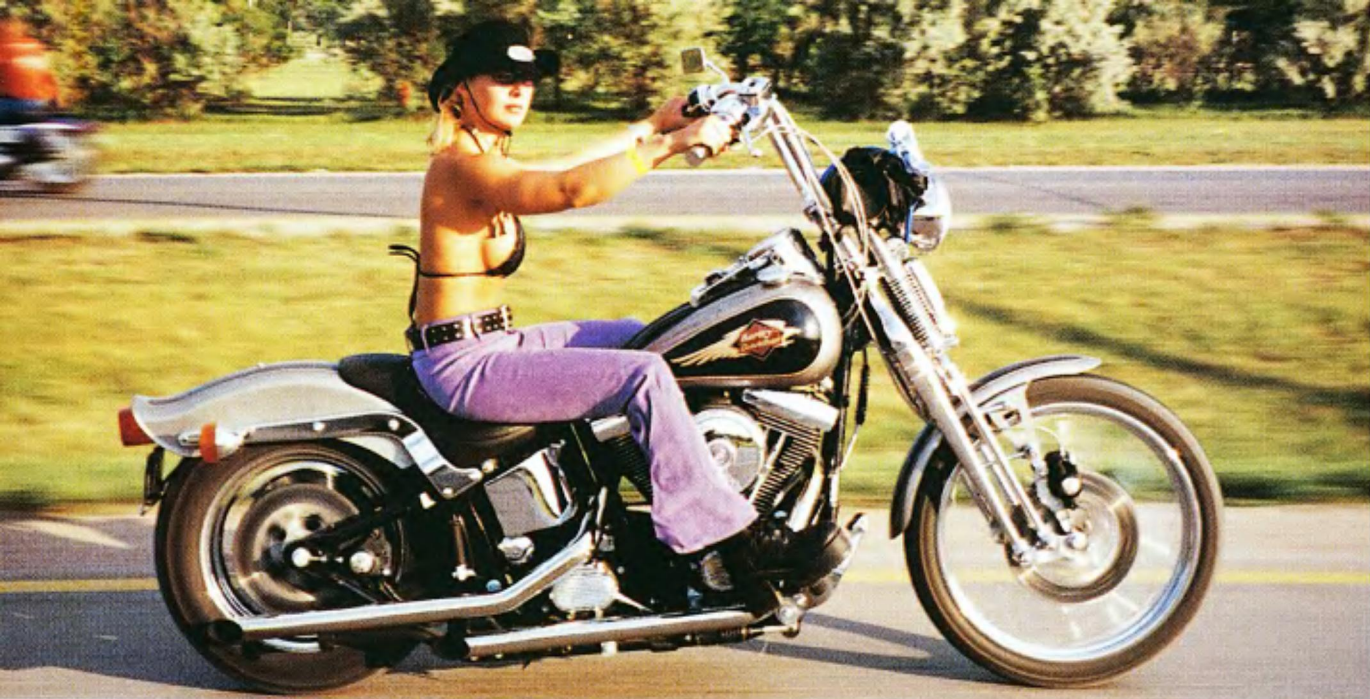
—Bob Plummer, Reid State Park, Georgetown, Maine



Betty and Veronica, lookin' for Jughead.

—Darwin Becker, Full Throttle Saloon, Sturgis Rally 2001





Jen's one foxy rider on her Springer at Sturgis 2001.

—Jennifer Nakonechny, Regina, Saskatchewan



BOINGG!!

—Ray Owens, Welcome, N.C.



Size matters.

—Brian Hendrickson, Full Moon Saloon, Daytona, Fla.



A man and his Hog.

—Lance Mitchell, Yosemite Valley, Calif.





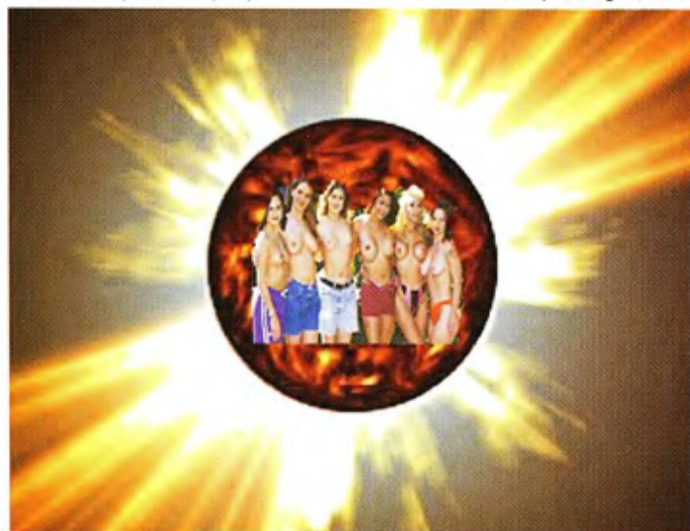
Runnin' the gauntlet.

—D. Mehrenberg, Milford, Del.



Real motorcycle, real people.

—Loudmouth Ralph, Angier, N.C.



The 'shrooms must be kickin' in.

—Spitfire, Lawrenceville, Ga.



High priced spread. —Dan & Shelly Lonsdorf, Daytona, Fla.





Future polishing rag. —Stephen & Stephanie, Chester, N.Y.



I bought a super-sized sixer. —Barry Holt, Columbus, Miss.



The high and the mighty. —Greg & Janet, Atlanta, Ga.



The other white meat. Yum. —Lou Camerota, Key West, Fla.



Hey, pull my finger! —Ray Owens, Ridin' down Tobacco Road





Playin' kissy face for Lisa.

—Katmandu, Port St. Lucie, Fla.



Captain Clash!

—Michael Pesapane, Wallingford, Conn.



Nasty.

—Miserable George, Cocoa, Fla.





Cycle suntan at Sturgis 2001.

—Hill and Liz, Ben Wheeler, Texas



I shaved! —Katmandu, Boozey Creek, Tenn.



The Dirty Half-Dozen.

—Tim Vandergrift, Lombard, Ill.

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, 6 x 7, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay \$100 for every full-page color photo.

\$50 for half-page color photos, \$40 for color photos printed smaller than half-page and \$30 for each black-and-white picture printed.) Please label all the photographs you send with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). Mail to: *Easyriders In The Wind*, P.O. Box 3000, Agoura Hills, CA 91376-3000. WE NOW ACCEPT DIGITAL PHOTOGRAPHY!



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# Flamed Fantasy

FOR ANDY MCGOWAN, IT ALL CAME TRUE

"It's my 'David Mann' chopper," New Jersey's Andy McGowan begins. "Hey, this is the kind of bike that made *Easyriders*!" Those David Mann panhead-chopper illustrations—the high pipes and high bars that have fired Andy's imagination for decades, ever since being turned on to it all by local legend "Old Dude Rick, The Buzzard"—are all over his garage walls, too. "You know the ones," he says. "Skeletons doing power slides, all that stuff. They're drawings of bikes like this one." Old-school all the way, real steel and the real deal with everything on it and in

it made right here in the USA, Andy's straight-leg '56 does those David Mann dream-rides one better. This is a dream that came to life, and will live forever.

"Bare-bones, badass choppers were cool in the '50s, they were cool in the '60s, the '70s, the '80s and the '90s," Andy goes on. "They're timeless. They'll always be cool. None of that in-today-out-tomorrow' bullshit. Hey, spoked wheels were on the first motorcycle, and they'll damn sure be on the last one." Andy's star-hub spokers came wrapped in a basket case he found back in 1990.







To build an all-Harley chopper like this one, Andy figures, would normally take a complete, restored panhead for a start. "But to find a basket case with all the right stuff, the good stuff, all there—the wheels the mechanical brakes original matched cases, cylinders, and heads; that straight-leg frame with nothing cut off it—that was almost unbelievable. How often do you run across a deal like that?" The parts pile, as it turns out, had been a 10-year project never completed. Andy grabbed it up, and with everything home in his own garage he and a pal, Rich Conte, worked straight through the night putting it all together. Eighteen hours later the bike was running and on the road. "And it looked like hell, at least to my eye," Andy says. Painted a horrible shade of orange and gold pearl by the guy who never finished it, wobbling along behind a





10-over Wide Glide fork, and puffing smoke from the rear cylinder, Andy's buddies had their eyebrows cocked. It didn't bother him, though. He knew what was underneath that silly paint job. As soon as the first hint of cold weather rolled across New Jersey, Andy rolled the '56 into the garage, and he and Rich went back to work. The following spring he emerged with that "David Mann" chopper he knew was hidden there all along.

The only things on this bike are the things needed to get it on down the highway. Nothing more. "It creates a sense of danger to it all," Andy says with a laugh. In the rebuild, the original tank was replaced with a set of plunger Fat Bobs "a real pain in the ass as far as fuel-flow goes, but they look so good." The bobbed rear fender that came with the package was swapped for a traditional rigid piece, and the extended Wide Glide front end gave way to an

original 1939 Springer. Of course everything mechanical was rebuilt, "soup to nuts," as Andy puts it, before the black paint went on and the flames topped it off.

In addition to this chop, Andy has seven other motorcycles in his garage, Evos, shovels, the works. "And I'll tell ya what," he says, "I never push this pan out of the way to get to another one." Would you?

—Joe Kress





Owner: .....Andrew McGowan  
 City: .....Freehold, New Jersey  
**General**  
 Fabrication: .....Harley-Davidson  
 Year/make: .....1956 Harley-Davidson  
 Model: .....FLH  
 Assembly: .....owner and Rich Conte  
 Time: .....It took a while!  
 Chroming: .....Brown's  
**Engine**  
 Year: .....1956  
 Rebuilder: .....Rich Conte  
 Displacement: .....74 cubic inches  
 Cam: .....440 Sifton Avenger  
 Carb: .....S&S Super E  
 Pipes: .....upswept fishtails  
**Transmission**  
 Year/make: .....1956 Harley-Davidson  
**Painting**  
 Painter: .....John Zeleznik  
 Color: .....black  
 Type: .....House of Kolor  
 Special paint: .....flames by Billy Streeker



**Frame**  
 Year/make: .....1956 Harley-Davidson  
 Type: .....straight-leg rigid  
 Rake: .....stock Harley-Davidson  
 Stretch: .....none  
 Shocks: .....huh?  
**Accessories**  
 Handlebar: .....apes  
 Risers: .....dog bones  
 Handlebar controls: .....H-D accessory  
 Fenders: .....rear only  
 Headlight: .....Paughco  
 Taillight: .....Tombstone  
 Speedo: .....Harley-Davidson  
 Pegs: .....chromed  
 Foot controls: .....forward  
 Gas tank: .....1956 plunger Fat Bobs  
 Oil tank: .....Paughco  
 Seat: .....by Richie from Back River  
 Mirrors: .....none  
 Grips: .....aluminum  
**Front end**  
 Type: .....1939 Springer  
 Builder: .....Harley-Davidson  
**Wheels**  
 Make: .....Harley-Davidson  
 Size: .....16 x 4  
 Tires: .....Avon  
 Brakes: .....mechanical-drum rear  
**Photos:** .....Michael Lichter

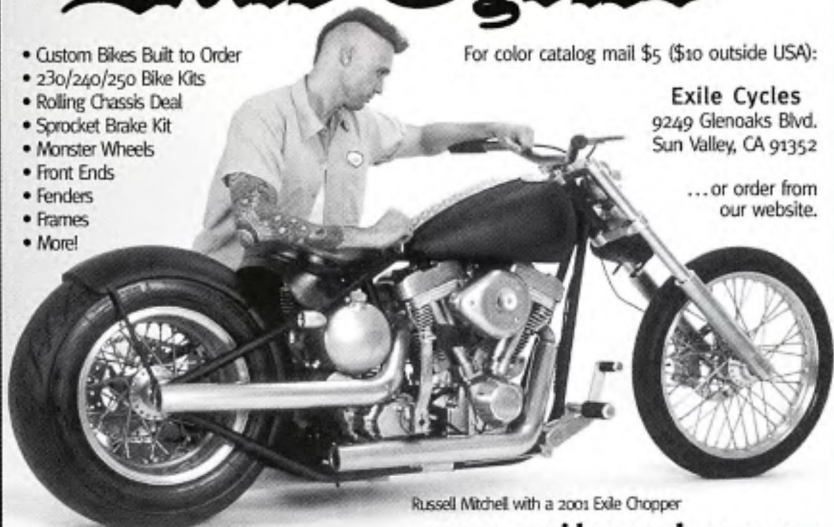
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## Meet November's Winner

Your November Fox Hunt winner is a tall drink of water from the Orange Juice Capitol of the world. Okay, maybe not, but Ft. Lauderdale is most definitely one hot piece of real estate around Spring Break time. And, if your winner, Rencé, is typical of the Ft. Lauderdale female species, you can guess why the area is so popular. As you'll see in the spread with the DILLIGAF chopper, shot by Floridian hot shot Don Rogers, Rencé has a set of legs that really make an ass outta themselves. With a little modeling experience under her belt, Rencé made the shoot fly by. Maybe it had something to do with the fact that everyone just kept staring at her and not their watches, but whatever the reason, results are what matters. We hope you are as pleased with the outcome as we were. Flip over to Page 98 and see for yourself.

—Howie Feltersnatch



Lavena—South Dakota

#401

*"My first ride made my pulse pound and my blood race. Now I love doin' it every chance I get....Oh yeah, the bike too."*

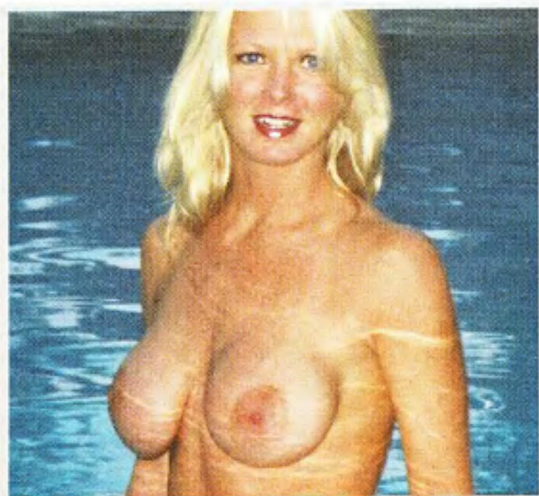


Jennifer—Michigan

#402

*"My first ride gave me this incredible rush. It was the best feeling having all that power between my legs. It's a feeling I'll never forget and why I still love riding on bikes."*

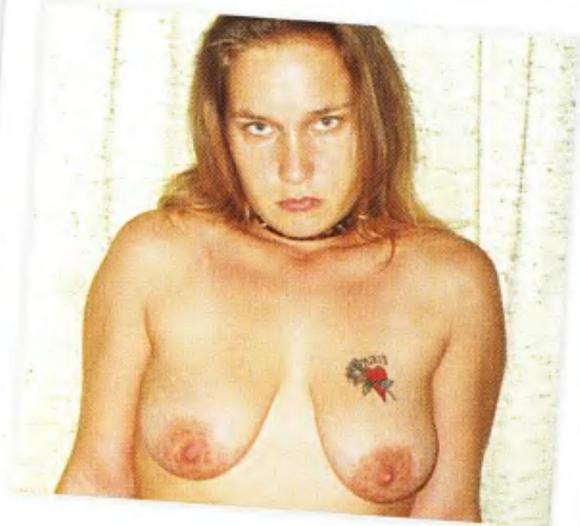




Holly-South Carolina

#403

*"I can't remember the first time I rode one, but I'll never forget the first time I got rode on a Harley."*



Brandi-Kentucky

#404

*"Having a good-looking man to hold onto and all that power between my legs gives me goosebumps."*



Christina-Ohio

#405

*"My first ride on a Harley made me kind of scared, but when we took off I felt really safe and right at home. I love it so much I'm always lookin' for a good ride."*



Stephanie-Virginia

#406

*"I was seven when my dad took me for a ride. I remember getting scared because it felt like we were going so fast. Now I can't get enough."*



**Ladies, make \$500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!**

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*! We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get \$150 for sending in the photo; the cutie gets \$350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole \$500!) We'll even throw in round-trip airfare, a personal chaperone, and deluxe accommodations at a hotel—with indoor plumbing, even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Send in more than one and let us decide. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of *Easyriders*, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on

a postcard—or on the back of a sealed envelope—and mail it to #345 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes Marh 1, 2002. The voting deadline for this month's crop of cuties is March 31, 2002. We'll announce the winner in the July 2002 issue.



Here she is, bros, the December 2001 monthly Fox Hunt winner, Erika, Number 1204, from Tupelo, Mississippi. See more of her next issue.

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Model's Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
Daytime Phone ( ) \_\_\_\_\_ Evening Phone ( ) \_\_\_\_\_  
I am \_\_\_\_\_ years of age, Date of Birth \_\_\_\_\_  
I will pose fully nude \_\_\_\_\_  
Model's Signature \_\_\_\_\_

Photographer's Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
Daytime Phone ( ) \_\_\_\_\_ Evening Phone ( ) \_\_\_\_\_  
Photographer's Signature \_\_\_\_\_

**Don't forget to vote! These girls are depending on you!**

Send a photocopy of your picture I.D. that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

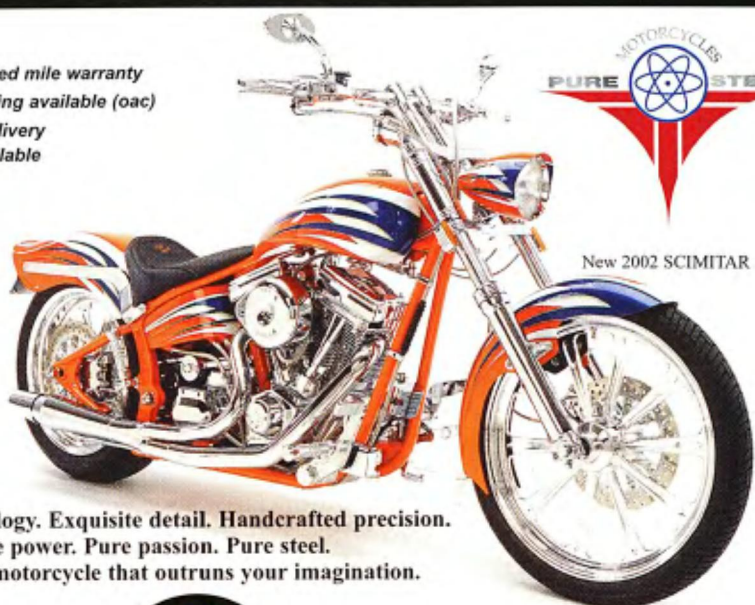


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**OUR TRAVELING TOUR TEAM, STAN AND NATALIE MILES TAKE IN THE WONDERS OF THE NORTHERN SIERRAS.**

If you've never ridden in the northern Sierras, let us clue you in on a little bit of what you've been missing. We were headed home from a bike run in Humboldt County, California, in mid-June and decided to go check out the Sierras on the way home. We left Humboldt's happy back roads and jumped on Highway 299 headed southeast, passing through Redding headed for the Lassen National Forest, on our way to climb a volcano.

## **Sputtering and Wheezing in the Sierras**

WHERE THE RVS AREN'T







Lassen Volcanic National Park is a lot like Yellowstone National Park in Wyoming but not nearly as crowded. The geo-thermal geysers, mud pots, steam vents and hot springs are every bit as beautiful and interesting too. The park is where we entered and started crossing the Sierras heading east. The main road through it is a climbing, plunging, twisty scenic road that you can actually ride and enjoy. You won't find yourself sitting behind a line of smog belching RVs all day.

The road takes you over the base of a dormant volcano, Mt. Lassen. It rises to an amazing 10,457 feet, which is all the more amazing when you consider that the top couple of thousand feet blew off a few million years ago. This is a great little park and most people have never even heard of it. There are 51 lakes in the region so camping, hiking, fishing, and relaxing are the main events. We hiked around steam vents and mud pots for a couple of hours enjoying sunshine and Mother Nature's farts, before continuing southeast towards Lake Tahoe.

Tahoe can be crowded, but not if you know where to go. When you look at the lake on the map, divide it up like a pie. The south and west parts of the lake are very crowded, while the north and east chunks are the choice pieces of the pie. One of the best things to do at the lake is to rent a canoe and go for a paddle out into its azure waters. We rented one for half a day for about \$25 and found some half-submerged boulders to pull the canoe up on for a little afternoon picnic.

The air temperature was in the 80s but the water was still a chilly 60 degrees, bearable if you're hearty. The sandy beaches and clear, blue water reminds you of the Bahamas, but there are snow-covered mountain peaks in the background! After Memorial Day weekend and before the kids get out of school this place is a peaceful paradise. We stayed for three lazy days exploring the lake, its beaches and bars. We left the big, blue jewel and headed south on Scenic Highway 89 through the Toiyabe National Forest, through its steep canyons and over the 8,314-foot Monitor Pass.

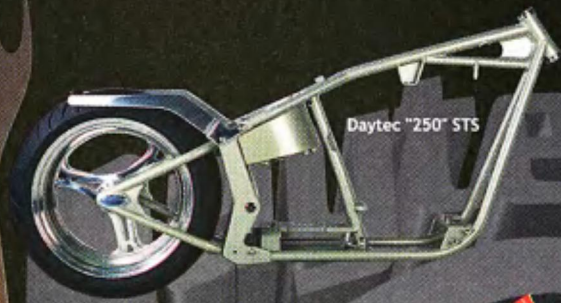
Highway 89 connected us with Highway 395 south where we made a right on Highway 108, the Sonora Pass. We would climb to 9,624 feet, crossing back over the Sierras again to Jamestown, which has a Harley dealership for bikes suffering from altitude sickness as well as a killer old motel-restaurant from the 1800s. The Sonora Pass has 26% grades that will test you, your bike's motor and brakes, so be prepared. Take advantage of the scenic



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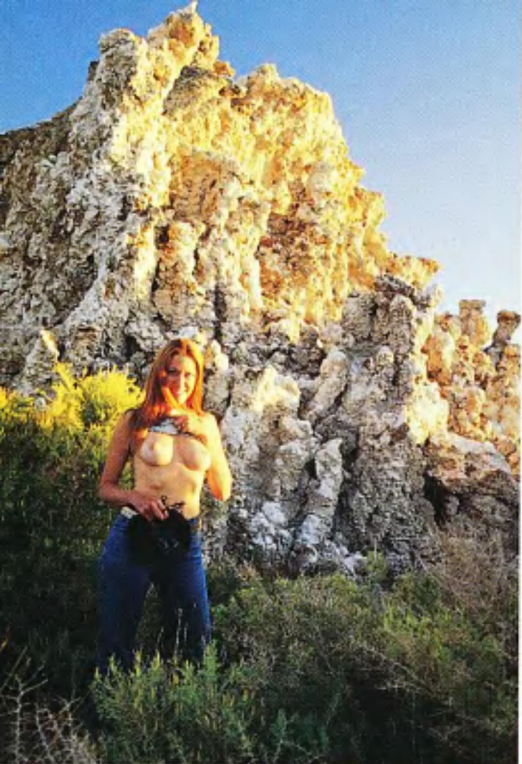
pullouts for your rubber-neckin', so you don't become part of the scenery. From Jamestown we jumped on Highway 49 south to Highway 120 east, Yosemite's Tioga Pass and headed up and over the Sierras one more oxygen gasping time.

Yosemite is one of the most popular parks in the country, but most people only see it's valley (a known tourist trap). The park also has a twisty mountain road over the Sierras carved through sharp high granite peaks. Highway 120 is less

crowded and takes you by lakes, waterfalls, Alpine meadows and over the breathtaking and engine-sputtering 9,945-foot Tioga Pass, with 12,000-foot-plus peaks on either side. You can practically coast from the top of this pass down to the little town of Lee Vining, which sits on the shores of Mono Lake along Highway 395.

Mono Lake is what I imagine a lake would be like on Mars (if Mars had lakes, of course). Freshwater springs rich with calcium at the bottom of the lake mix



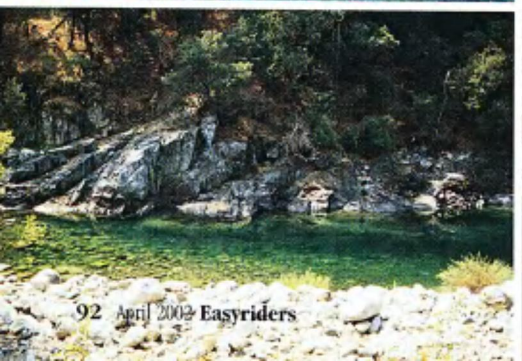


with carbonates in the saltwater lake to build mounds of calcium carbonates under water. Over time the lake has receded due to Los Angeles' water consumption revealing the formations called tufa. The early morning sun turns Mono Lake's tufa towers into pinnacles of gold surrounded by blue and white mountain peaks. Besides being the strangest looking lake I've ever seen, it's so salty that the only thing that lives in it are billions of brine-fly pupae and the birds that feed on them.

We explored the lake and it's tufa towers for a day before heading south again on Highway 395 towards L.A. and home. We crossed the Sierra's three times on this trip fouling plugs each time and loving every minute of it. There are a couple more passes over the Sierras we want to explore in the future with hot springs, swimming holes and who knows what else to visit along the way.

—Stan Miles

Photos: Stan & Natalie Miles





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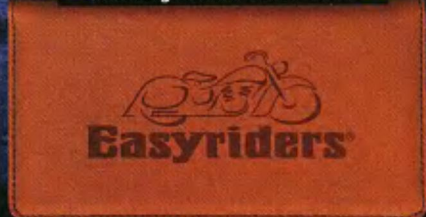
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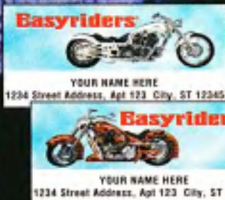
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**H**ave you ever received really bad customer service and been so frustrated by it that you've found yourself saying something like, "If I had my own shop, this kinda crap would never happen?" Sure ya have, and in a sense that's how Easyriders of Springfield, Missouri, came into existence.

Sometime back in April 2000, Dale Thompson Sr. and his wife, Diane, decided to go into the bike-selling business with their son Dale Jr. and his wife, Wendy. Together they bought a gutted building that had previously housed a restaurant. With a lot of blood, sweat, and tears they had wrapped up the entire remodeling process in three months and opened the doors of their new 10,000-square-foot Easyriders store. Completely stocked with bikes from Big Dog, American Ironhorse and previously owned Harleys, the store is also equipped with a service department that blew Springfield away.

One of the things that drew our attention to this store was one of the many charity events they sponsor, which started with their Grand Opening in June 2000. At first glance their Bike Show may seem like a huge self-promotion deal (okay, that kinda comes with the territory). But the big winner from all this is the Children's Miracle Network, which receives all the proceeds from the show. Over the past two years the Easyriders of Springfield store has been able to donate over \$5,000—not including the T-shirts bought for printing and the sponsorship of the IMCA Late Model racecar, driven by Justin Wells—and the amount climbs higher every year.

This Springfield store has had such an overwhelming response to its opening that they have been able to generate and produce a monthly postcard listing all their events and other events around the state, which is sent to over 5,000 homes in Springfield and the surrounding areas. That's a hell of an undertaking for a single business to produce every month. Add on to this list of accomplishments the fact they are now starting to build their own custom bikes, and you have the recipe for some long time success.

Next time you find yourself around Springfield, Missouri, stop in and see what the good folks at Easyriders of Springfield have to offer. I've experienced their generosity first hand and can highly recommend the experience. Easyriders of Springfield is located at 1310 South Glenstone, Springfield, Missouri. You can call them at 417-891-9998, or log on to [www.ezspringfield.com](http://www.ezspringfield.com). —Oil Can



## Easyriders of Springfield

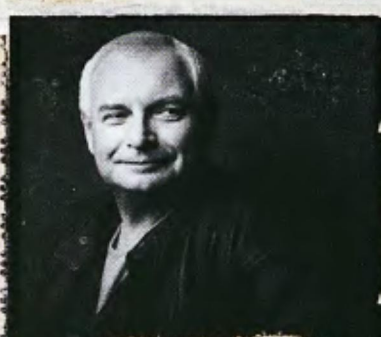
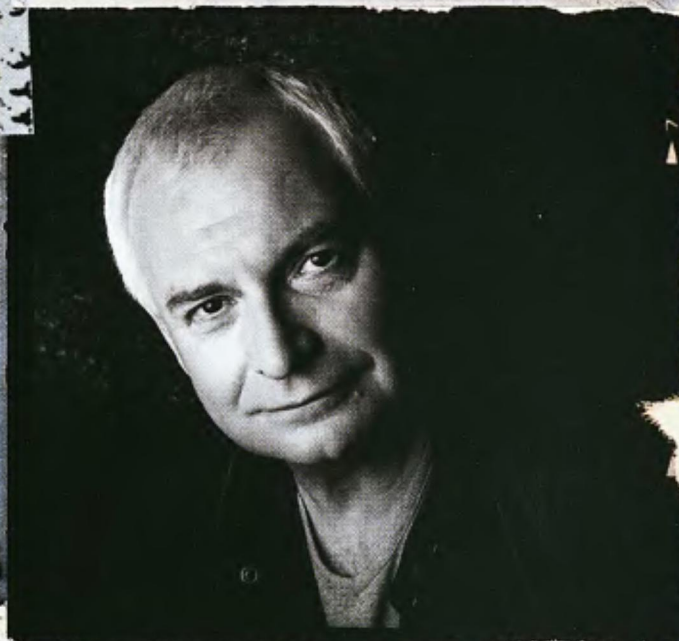


Photos: Gary Whyte



The late 1960's were a crazy time in America. Lives changed quickly. I joined the Army in 1967. But I was lucky. I never went to Vietnam. 55,000 American kids weren't as fortunate. Despite any difficulties I've faced, I realize I've had the opportunity to live and feel every moment of joy and pain. They never did. I consider it my responsibility to celebrate my life and remember theirs. When I ride, they are my passengers.

*That is my Victory*



*Mike Cascone  
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This is a cool story. What would you do if you had more money than God? Maybe build a castle with secret passages? Maybe create your own batcave and have ingenious one-of-a-kind marvels like the Batmobile made so you can fight crime in disguise? Well, that's exactly what happened here with this custom chop job. You see, the boys at DILLIGAF Motorcycles in Miami, Florida, work for a very wealthy man who likes wild toys. Besides really diggin' motorcycles he employs the crew at DILLIGAF to maintain his fleet of vehicles (including a fighter plane, jet helicopter, assorted exotic boats, cars and bikes). These guys also build bikes for friends and the occasional client.









Now, the 44-year-old rich guy (we'll call him Bruce Wayne) has not only staffed DILLIGAF but has provided the boys with all the toys they need to fabricate just about anything imaginable, including a pristine machine shop with all the latest trimmings. Bruce Wayne wanted to ride an old-style chopper but with the comfort of all the newest technology available. The results stand before you draped with our lovely Fox Hunt winner, the ravishing Renee of Ft. Lauderdale, Florida.

The long black chopper began with a Gambler rigid chopper frame and an S&S 113-cubic-inch Sidewinder motor married to a Paughco 12-over springer front end. Fenders and the oil tank were created by DILLIGAF and the gas tank is by Independent. The cloak of black paint was sprayed on by Custom Coatings of Pompano Beach, Florida. DILLIGAF team members Joe Watts assembled the motor and John Whaley put the whole scooter together.

Although DILLIGAF only builds a few one-off bikes a year they might just build one for you (if Bruce doesn't order a new Batmobile). Give DILLIGAF a call at: 305-681-3329. Just don't ask them what DILLIGAF stands for... unless you don't mind the answer being, "Do I look like I give a fuck?"

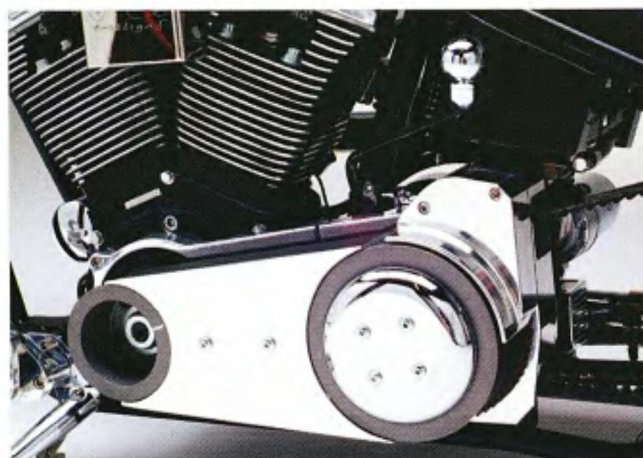
—Phantom Dave











Owner: .....Top Secret  
 City: .....Miami, Florida  
**General**  
 Fabrication: DILLIGAF Motorcycles  
 Year/make: .....2000 Spec. Const.  
 Model: .....chopper  
 Assembly: .....John Whaley  
 Time: .....8 months  
 Chroming: .....Atlantic Plating  
**Engine**  
 Year/make: ..2001 S&S Sidewinder  
 Rebuilder: .....Joe Watts  
 Displacement: ....113 cubic inches

Cam: .....S&S  
 Carb: .....45mm Mikuni  
 Pipes: .....White Bros.  
**Transmission**  
 Year/make: .....2000 Baker  
**Painting**  
 Molding:.....Custom Coating  
 Painter: .....Mike and Dave  
 Color:.....ink black  
 Type:.....PPG  
**Frame**  
 Year/make: .....2000 Gambler  
 Type:.....rigid chopper

Rake: .....42 degrees  
 Stretch:......5 inches  
 Shocks: .....none  
**Accessories**  
 Handlebars: .....K&N  
 Risers: .....Drag Specialties  
 Handlebar controls: .....JayBrake  
 Fenders: .....DILLIGAF  
 Headlight: .....Drag Specialties  
 Taillight: .....Drag Specialties  
 Speedo: .....none  
 Pegs: .....JayBrake  
 Foot controls: .....JayBrake

Gas tank: .....Independent  
 Oil tank: .....DILLIGAF  
 Seat: .....DILLIGAF  
 Mirrors/Grips: .....Drag Specialties  
**Front end**  
 Type:.....12 inches over springer  
 Builder: .....Paughco  
**Wheels**  
 Make: .....Hallcraft's  
 Size: .....21/17  
 Tires: .....Avon  
 Brakes: .....JayBrake  
 Photos:.....Don Rogers





*"I got this bike for the ol' lady. Talk about a great trade!"*



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# Laconia Survival Guide

ALL THE HAPPS AT THE LOUDON CLASSIC

Is it that time of the year again already? Didn't we just celebrate the new year? And don't we all still have the mud and sand (among a few other things) from this year's Daytona shindig on the soles of our boots and in our hair? Yup, looking at the calendar I can see, it's time once again for the Laconia Bike Week, the 79th running of it, too boot. So pack your sleeping backs, your rain gear, your credit card, and your ol' lady (that one's optional) and head east, young man. Or north, or south, depending on where you live. Or even west, if you happen to come from Portland, Maine.

No matter where you start out, be aware that last year, some 375,000 motorcyclists shared the roads and beaches around the

Lakes Region of New Hampshire (that's where Laconia is), and no fewer numbers are expected this year. You should also be aware that at the time of this writing, the following schedule was not complete yet, and changes and additions are bound to happen. For an up-to-date view of what's happening at Laconia this year, surf on over to [www.laconiamcweek.com](http://www.laconiamcweek.com), where you'll find the latest info and news about this year's happenings. We also want to express our thanks and gratitude to Charlie St. Clair, without whom we would know nothing. He is the god of the Laconia Bike Week, so bow before him when you see him on the streets.

— Tripper

## Laconia Schedule of Events

### SATURDAY, JUNE 8

**Rally Headquarters open**  
9 a.m.-9 p.m.  
Weirs Beach Lobster Pound

**AMA National Gypsy Tour**  
Registration at Rally  
Headquarters

**New England Amateur  
Championship Road Racing**  
NH International Speedway  
9 a.m.

**Vintage Racing Motorcycle  
Show**  
Gunstock - 10:30 a.m.

**Laconia Classic  
Championship Observed  
Trials**  
Gunstock

### New England Classic Trail Ride.

AMA/Suzuki National Dual  
Sport Ride at NHIS  
Registration - 7-9 a.m.

**Camel Roadhouse**  
at The Lobster Pound  
Weirs Beach

**Cornerstone Outreach  
Ministries. The Tent.**  
24hr/8days, Safety food stop.  
Ten miles north of Keene on  
Rt. 9, 603-352-2616.  
Free, all week.

**Bikini Bike Wash**  
Loud Pipes Saloon  
12-6 p.m.  
Loud Pipes Saloon is located  
in Somersworth, NH  
Loud Pipes Saloon.  
Bike Show - 2-4 p.m.

**McGillicuddy's Restaurant  
& Pub**  
Special Promo and Biker's  
Welcome.  
McGillicuddy's Restaurant &  
Pub also has special events  
and promos all week, watch  
for updates.

**Laconia Reunion Riders BBQ**  
Gunstock - 6 p.m.  
Reservations only

**Welcome Vendors Dinner**  
Smokehouse Restaurant  
6 p.m.

**Backwater Bar & Grill**  
Karaoke Contest  
9 p.m.-12 a.m.

**Lakes Region Greyhound  
Park:** Watch for special  
events.

**Broken Antler Restaurant:**  
Special Promos.  
Paradise Beach Club  
Watch for special events.

**SUNDAY, JUNE 9**  
**Kickoff Breakfast**  
Hart's Turkey Farm  
Restaurant, Meredith - 8 a.m.  
Rally Headquarters open  
9 a.m.-9 p.m.  
Weirs Beach Lobster Pound.

**AMA National Gypsy Tour**  
Registration at Rally  
Headquarters.

**New England Amateur  
Championship Road Racing**  
NH International Speedway  
9 a.m.

**New England Classic Trail  
Ride.** AMA/Suzuki National

Dual Sport Ride  
NHIS. Registration - 7-9 a.m.

**Laconia Vintage Road Races**  
Gunstock - 12 p.m.

**Loud Pipes Saloon**  
Body painting contest  
12 p.m.

**Loud Pipes Saloon**  
Patio Cookout - 1-6 p.m.

**Camel Roadhouse**  
at The Lobster Pound,  
Weirs Beach

**Coors Promo Week Kick-Off  
and Pool Challenge**  
The Weirs Beach Smoke-  
house - 1-4 p.m.

**Broken Antler Restaurant:**  
Special Promos.



**MONDAY, JUNE 10**  
**Rally Headquarters**  
 open 8 a.m.-9 p.m.  
 Weirs Beach Lobster Pound

**AMA National Gypsy Tour**  
 Registration at Rally  
 Headquarters

**Camel Roadhouse** at The  
 Lobster Pound, Weirs Beach

**Victory Motorcycle Demos**  
 Andy Currier Auto Gallery  
 9 a.m.-5 p.m.

**H.O.G. Poker Run**  
 Meredith Harley-Davidson  
 10 a.m.-5 p.m. Cash Prizes.

**AMA Gypsy Tour Parade** to  
 U.S. Vintage Motorcycle  
 Grand Prix  
 Leaves Rally Headquarters  
 10:30 a.m. sharp

**Free CMA Coffee House**  
 at Weirs Beach White  
 Church Hall  
 Hosted by the CMA North-  
 east Chapter  
 8 a.m.-midnight

**Music at the Marketplace**  
 12 p.m.-midnight.

**Loud Pipes Saloon**  
 Special Biker Deals.

**U.S. Vintage Motorcycle**  
**Grand Prix**  
 NH International Speedway  
 11 a.m.

**Jose Cuervo Promo**  
 3-6 p.m., The Weirs Beach  
 Smokehouse.

**AA Meeting.** White Church  
 Hall, Weirs Beach - noon  
 and 8 p.m. Hosted by CMA  
 Northeast Chapter.

**Backwater Bar & Grill.**  
 Special Promos and  
 giveaways.

**Broken Antler Restaurant:**  
 Special Promos.

**Fireworks Show** sponsored  
 by Lakeside Sharks MC and  
 the Laconia Motorcycle  
 Week Association  
 Weirs Beach - 10 p.m.  
 (Rain date: Tuesday,  
 June 11).

**TUESDAY, JUNE 11**  
**Free CMA Coffee House** at  
 Weirs Beach White Church  
 Hall - 8 a.m.-midnight.  
 Hosted by the CMA North-  
 east Chapter.

**Rally Headquarters** open 8  
 a.m.-9 p.m.  
 Weirs Beach Lobster Pound.

**AMA National Gypsy Tour**  
 Registration at Rally  
 Headquarters.

**Camel Roadhouse Tent** at the  
 Lobster Pound, Weirs Beach

**MVTR Trail Ride-Pat's Peak,**  
 Henniker, NH.  
 Registration - 8-9 a.m.

**Victory Motorcycle Demos**  
 Andy Currier Auto Gallery  
 9 a.m.-5 p.m.

**Guided Scenic Tour** of the  
 Lakes and Mountains from  
 Rally Headquarters.  
 Leaves 10:15 a.m. sharp.

**AA Meeting.** White Church  
 Hall, Weirs Beach - noon  
 and 8 p.m.

**Best of the Bikes** - 4 p.m.  
 Weirs Beach Smokehouse.

**H.O.G. Poker Run** at Mered-  
 ith Harley-Davidson.  
 10 a.m. - 5 p.m. Cash Prizes.

**Penguin Racing School**  
 NH International Speedway.  
 603-783-4744 for info.

**Music at the Marketplace**  
 12 p.m.-midnight.

**Broken Antler: Great**  
**Burn-Out Contest** - 2 p.m.

**Loud Pipes Saloon.**  
 Special Biker Deals.

**Zack's Lakeside Restaurant**  
 Jose Cuervo promo - 4 p.m.  
 Prizes.

**Patrick's Pub & Eatery**  
 Coors Promo

**Backwater Bar & Grill**  
 Special Contest.

**Annual Chili Cook-off** to  
 benefit the Weirs Historical  
 Society Funspot - 6 p.m.

**WEDNESDAY, JUNE 12**  
**Free CMA Coffee House** at  
 Weirs Beach White Church  
 Hall - 8 a.m.-midnight.  
 Hosted by the CMA North-  
 east Chapter.

**Rally Headquarters**  
 open 8 a.m.-9 p.m.  
 Weirs Beach Lobster Pound

**AMA National Gypsy Tour**  
 Register at Rally Headquarters

**Camel Roadhouse Tent** at the  
 Lobster Pound, Weirs Beach

**Victory Motorcycle Demos**  
 Andy Currier Auto Gallery  
 9 a.m.-5 p.m.

**AMA sanctioned Hill Climb**  
**at Gunstock**  
 Hosted by Gunstock and the  
 Ridgerunners, Route 11,  
 Gilford  
 Gates open at 8 a.m.-starts at  
 10 a.m.

**Roadhog Saloon**  
 9 a.m.-noon - Special Biker's  
 Breakfast Buffet.

**Guided Scenic Tour** of the  
 Lakes and Mountains.  
 Leaves Rally Headquarters at  
 9:30 a.m. sharp, ends at AMA  
 Hill Climb.

**MVTR Trail Ride, Rt. 10, East**  
 Lempster, NH.  
 Registration - 8-9 a.m.

**H.O.G. Poker Run**  
 Meredith Harley-Davidson  
 10 a.m.-5 p.m. Cash Prizes.

**Music at the Marketplace**  
 12 p.m.-midnight

**AA Meeting** at White Church  
 Hall, Weirs Beach - noon  
 and 8 p.m.

**Loud Pipes Saloon**  
 Coors Light Promo, all day.

**Lobster Pound**  
 Jose Cuervo promo - 2 p.m.  
 Prizes.

**Nothin' Fancy**  
 Special Promo. Prizes.

**Patrick's Pub & Eatery**  
 Motorcycle Week Adventure  
 Series.

**Backwater Bar & Grill**  
 Coors Promo with Prize  
 Giveaways.

**Special Promos** at the Weirs  
 Beach Smokehouse - 4 p.m.

**Broken Antler, Special**  
**Promo.**

**THURSDAY, JUNE 13**  
**Rally Headquarters** open  
 8 a.m.-10 p.m.  
 Weirs Beach Lobster Pound

**AMA National Gypsy Tour**  
 Registration at  
 Rally Headquarters

**Camel Roadhouse Tent** at the  
 Lobster Pound, Weirs Beach

**Free CMA Coffee House** at  
 Weirs Beach White Church  
 Hall - 8 a.m.-midnight  
 Hosted by the CMA North-  
 east Chapter.

**Victory Motorcycle Demos**  
 Andy Currier Auto Gallery  
 9 a.m.-5 p.m.

**Roadhog Saloon**  
 Special Biker's Breakfast  
 Buffet - 9 a.m.-noon

**Guided Scenic Tours** of the  
 Lakes and Mountains  
 Leaves Rally Headquarters  
 10 a.m.

**H.O.G. Pit Stop Tent**  
 Buell and Harley Demo Rides  
 NH International Speedway,  
 South Gate - 9 a.m.

**H.O.G. Poker Run**  
 Meredith Harley-Davidson  
 10 a.m.-5 p.m. Cash Prizes.

**Camel Roadhouse Tour**  
 Leaves Rally Headquarters  
 10:30 a.m.

**Pirate Moto-Cross,**  
**Mini's to Pro's**  
 Racing starts at 10:30 a.m.  
 Jolly Roger's Moto-Sports  
 Park.

**Veterans Appreciation Day**  
 All Day at Weirs Beach  
 Smokehouse

**Slow Races on Main Street**  
 Downtown Laconia. 12-3 p.m.  
 Cash Prizes.



**NA Meetings, Cornerstone**  
 Bldg. (Corner of Lakeside  
 Ave and Foster St.)  
 Weirs Beach - 12 p.m.-1:30  
 p.m. and 5:30-7 p.m.

**Music at the Marketplace**  
 12 p.m.-midnight.

**AA Meeting, White Church**  
 Hall - noon and 8 p.m.

**Mt. Washington Auto Road**  
 Motorcycles Only on the  
 Highway to the Sky  
 All Day, First Time Ever

**Custom Bike Show**  
 Historic Train Station in  
 Downtown Laconia - 1-6 p.m.

**Broken Antler**  
 Special Biker Wrestling Con-  
 test - 1 p.m. and 4 p.m.

**Wolftrap in Wolfeboro**  
 Lobster Boil with Coors Light

**At the Docks**  
**and Hesky Park**  
**Chicken BBQ** - afternoon,  
 Meredith

**Naswa Resort**  
 Jose Cuervo Promo - 4 p.m.  
 Prizes

**Loud Pipes Saloon**  
 Foosball Tournament  
 4-8 p.m.

**Music at the Market Place**  
 Weirs Beach  
 6 p.m.-midnight

**Broken Spoke Saloon**  
 Tattoo Contest in the  
 afternoon

**Broken Spoke Saloon**  
 Special Promos

**Jolly Roger's**  
**Moto-Sport Park**  
 Bull-Pen Blowout, NH  
 Amateur Flat-track Racing  
 Pro-bash for Cash.  
 Speedway Bikes  
 Racing Starts at 6:30 p.m.

**Backwater Bar & Grill**  
 Jose Cuervo Promo - 3-6  
 p.m.

**POW-MIA Freedom Ride,**  
 Sponsored by  
 H-D Riders MC  
 Leaves Lakes Region Plaza  
 at 6 p.m. sharp

**AMA Sanctioned Flat Track**  
**Races** - 7 p.m.  
 Jolly Rogers MotoSport Park  
 For info call 508- 874-1732

**Loud Pipes Saloon**  
 T-Shirt Contest - 10 p.m.  
 Patrick's Pub & Eatery.  
 Special Motorcycle Week  
 Comedy Night - 10 p.m.

**FRIDAY, JUNE 14**  
**Free CMA Coffee House** at  
 Weirs Beach White Church  
 Hall - 8 a.m.-midnight  
 Hosted by the CMA  
 Northeast Chapter

**Rally Headquarters** open  
 8 a.m.-10 p.m.  
 Weirs Beach Lobster Pound



**AMA National Gypsy Tour**  
Registration  
Rally Headquarters

**Camel Roadhouse Tent** at the  
Lobster Pound, Weirs Beach

**Victory Motorcycles Demos**  
Andy Currier Gallery  
9 a.m.-5 p.m.

**Loudon Camel Classic**  
NH International Speedway  
8:30 a.m. practice and 2:30  
p.m. qualifying.

**H.O.G. Pit Stop Tent, Buell  
and Harley Demo Rides**  
NH International Speedway,  
South Gate - 9 a.m.

**Roadhog Saloon**  
Special Biker's Breakfast  
Buffet - 9 a.m.-noon

**H.O.G. Poker Run**  
Meredith Harley-Davidson  
10 a.m.-noon. Cash prizes.

**Cornerstone's Laconia  
Motorcycle Week, Bike  
Blessing with Papa Joe  
Delio** - 11 a.m.  
Rain or Shine at Gunstock  
Recreation Area, Gilford

**Broken Spoke Saloon**  
Miss Coors Light and Loud  
Pipes Contest

**Loud Pipes Saloon**  
York Beach Ocean Run  
leaves at 2 p.m.

**Formula USA Pro Singles**  
National Mile Race. \$10,000  
Rochester Fairgrounds, 7:30 p.m.

**SATURDAY, JUNE 15**  
**Rally Headquarters** open  
8 a.m.-10 p.m.  
Weirs Beach Lobster Pound

**AMA National Gypsy Tour**  
Registration at Rally  
Headquarters

**Camel Roadhouse Tent** at the  
Lobster Pound, Weirs Beach

**Victory Motorcycle Demos**  
Andy Currier Auto Gallery  
9 a.m.-5 p.m.

**Roadhog Saloon**  
Special Biker's Breakfast  
Buffet - 9 a.m.-noon

**Motorcyclists Breakfast**  
Meredith Fire Station, US  
Route 3, Meredith - 7-10 a.m.

**AA Meeting**, White Church  
Hall - noon and 8 p.m.  
Rally Trophies Awarded  
Rally Headquarters - 2 p.m.

**Loud Pipes Saloon**  
Bike Show (via Franklin St.)  
1-3 p.m.

**Broken Spoke Saloon**  
Arm Wrestling Contest - 1 p.m.;  
Special Promos

**Giant Annual Pig Roast &  
T-shirt Contest**  
Broken Antler - 1 p.m.

**Music at the Market Place**  
12 p.m.-midnight  
Tattoo Showdown at the  
Market Place, Weirs Beach  
- 8:30 p.m.

**AMA Sanctioned Flat Track  
Races** - 7 p.m.  
Canaan, NH. 978-874-1732

**Backwater Bar & Grill**  
Long Distance Contest and  
Karaoke Contest  
9 p.m.-12 a.m.

**Loud Pipes Saloon**, Miss  
Loud Pipes Contest - 9 p.m.

**SUNDAY, JUNE 16**  
**Free CMA Coffee House** at  
Weirs Beach White Church  
Hall - 8 a.m.-4 p.m.  
Hosted by the CMA  
Northeast Chapter

**Rally Headquarters** open  
8 a.m.-5 p.m.  
Weirs Beach Lobster Pound

**South Baptist Church**  
Service for all Motorcyclists  
85 Court St., Downtown  
Laconia - 7:30 a.m.

**Christian Worship Service**  
Led by CMA Evangelist,  
Rick Steffy  
White Church Hall.  
All Are Welcome - 9 a.m.

**Camel Roadhouse Tent** at the  
Lobster Pound, Weirs Beach

**Roadhog Saloon**  
Special Biker's Breakfast  
Buffet - 9 a.m.-noon

**Loud Pipes Saloon**  
Patio Cookout - 1-6 p.m.  
Bikini Contest - 4 p.m.

**Final Motorcycle Parade** to  
NH International Speedway  
Leaves at Meredith High  
School Parking Lot at 10 a.m.,  
joins with group at Weirs  
Beach. Open to all.

**79th Loudon Camel Classic  
at NHIS**  
Superbike Race

**H.O.G. Pit Shop Tent**  
South Gate NH International  
Speedway - 9 a.m.

*At press time several events  
were still pending during  
the week. Please, check for  
updates.*

**Where to find shelter**  
If regular showers are your  
thing and you don't feel the  
need to share your sleeping  
bag with New Hampshire's  
fauna, check out these  
hotels, motels, cottages,  
condos and/or RV  
campgrounds...

## Hotels, Motels, Cottages, and Inns

**Abakee Cottages**  
Weirs Beach  
(603) 366-4405

**Agnes Pease House**  
Rochester  
(603) 332-5509

**Anchorage on Lake  
Winnisquam**  
Rt. 3, Tilton  
(603) 524-3248

**Appletree Cottage**  
Winnisquam  
(603) 524-8031

**B. Maes Resort Inn & Suites**  
Rts. 11 & 11B, Gilford  
(800) 458-3877  
(603) 293-7526

**Barton's Motel**  
Union Ave, Laconia  
(603) 524-5674

**Bay Side Inn**  
Alton Bay  
(603) 875-5005

**Baytop Motel**  
Laconia  
(603) 366-2225

**Belknap Point Motel**  
Rt. 11, Gilford  
(603) 293-7511  
(888) 454-2537

**Birch Knoll Motel**  
Laconia  
(603) 366-4958

**Black Horse  
Motor Court**  
Rt. 3, Ashland  
(603) 968-7116

**Brook & Bridle Summer  
Homes**  
Roberts Cove Rd., East Alton  
(603) 569-2707

**Cannon Mountain View  
Motor Lodge**  
Franconia, NH 03580  
(603) 823-9577

**Castle Rest at Weirs Beach**,  
Weirs Beach  
(603) 366-2566

**Channel Inn & Cottages**  
Weirs Beach  
(603) 366-4673

**Christmas Island Resort**  
Weirs Blvd., Laconia,  
(603) 366-4378  
(800) 832-0631

**Clearwater Cottages**  
Neal Road, Meredith  
(617) 438-6700  
(603) 279-6608

**Cozy Inn & Cottages**  
Weirs Beach  
(603) 366-4310

**Country Lake Resort**  
Rt. 3, Winnisquam  
(603) 524-6897  
(888) 855-6897

**1848 Inn & Motor Resort**  
Rt. 3, Weirs Beach  
(603) 366-4714

**Eagle House**  
Weirs Beach  
(603) 366-5927

**Ellacoya Resort & Cottages**  
Gilford  
(603) 293-7792

**Grand View Motel**  
Weirs Beach  
(603) 366-4973

**Gunstock Country Inn**  
Gilford  
(603) 293-2021  
(800) 654-0180

**Half Moon Motel & Cottages**  
Weirs Beach  
(603) 366-4494  
halfmoonmotel@weirs-  
beach.com

**Harris Shore Cottages**  
Gilford  
(603) 267-5941

**Highland Motel & Cottages**  
Weirs Beach  
(603) 366-5500

**Hi-Spot Motor Court**  
Rt. 3, Weirs Blvd., Laconia  
(603) 524-3281

**Holiday Bay Cottages**  
Weirs Blvd., Laconia  
(603) 366-4414

**Inn at Mill Falls & Bay Point**  
Chase House Rt. 3, Meredith  
(603) 279-7006  
(800) 622-6455

**King Birch Inn**  
Alton Bay  
(603) 875-2222



**AA Meeting**, White Church  
Hall - noon and 8 p.m.

**Patrick's Pub and Eatery**  
Jose Cuervo Promo

**Music at the Market Place**  
noon-midnight  
Biker Fashion Show at the  
Market Place, Weirs Beach  
8:30 p.m.

**NA Meetings**  
Cornerstone Bldg.  
(Corner of Lakeside Ave and  
Foster St, Weirs Beach)  
12 p.m.-1:30 p.m. and  
5:30-7 p.m.

**Backwater Bar & Grill**  
Special Contest and Live  
Entertainment - 3-6 p.m.

**Wolfftrap Restaurant** in  
Wolffboro  
Coors Light Promo - 3-7 p.m.

**Ms. Broken Antler Contest**  
Broken Antler - 4 p.m.

**Loudon Camel Classic**  
NH International Speedway,  
Final Qualifying Practice-  
8 a.m.;  
Two 250 Grand Prix  
Qualifying Races, 750 Super-  
sport Race - 12:30 p.m.

**Free CMA Coffee House** at  
Weirs Beach White Church  
Hall - 8 a.m. to midnight  
Hosted by the CMA  
Northeast Chapter

**Funspot**  
Official Custom Motorcycle  
Show Sponsored by Biker's  
Choice for MDA - 9 a.m.

**H.O.G. Pit Stop Tent, Buell  
and Harley Demo Rides**  
NH International Speedway,  
South Gate - 9 a.m.

**NA Meetings**  
Cornerstone Bldg.  
(Corner of Lakeside Ave and  
Foster St, Weirs Beach - 12  
p.m.-1:30 and 5:30-7 p.m.



**Kona Mansion Inn**  
Center Harbor  
(603) 253-4900

**Lake Shore Motel & Cottages**  
Center Harbor  
(603) 253-6244  
(941) 439-6625(w)

**Lakeview Hotel & Cottages**  
Weirs Beach  
(603) 366-4621

**Lake Winnepesaukee Motel**  
Rt. 3 Weirs Beach  
(603) 366-5502

**Landmark Inn**  
Main Street, Laconia  
(603) 524-8000

**Lazy E Motor Inn**  
Rt. 3, Weirs Beach  
(603) 366-4003  
schuster@fcgnetworks.net

**Lord Hampshire Motel & Cottages**  
Rt. 3, Tilton  
(603) 524-4331

**Lynnmere Motel & Cottages**  
Rt. 3, Tilton  
(603) 524-0912

**Margate on Winnepesaukee**  
Rt. 3, Laconia  
(603) 524-5210 - (800) MARGATE

**Marquis Resort**  
Winnisquam  
(603) 524-0408

**Misty Harbor Resort & Barefoot Beach Resort**  
Rt. 11B, Gilford  
(603) 293-4500 - (800) 336-4789  
misty@mistyharbor.net

**Mountaineer Motel & Restaurant**  
Rt. 3, Lincoln  
(603) 745-2235 - (800) 356-0046

**Naswa Resort**  
Weirs Blvd, Laconia  
(603) 366-4341  
E-mail: thenaswa@aol.com

**Phillips House**  
Winnisquam  
(603) 524-1649

**Proctor's Motel & Cottages**  
Weirs Beach  
(603) 366-5517

**Resman Lodging at Misty Harbor**  
Rt. 11B, Gilford  
(603) 293-4700 - (877) 337-4789

**Richaven Cottages**  
Weirs Blvd., Laconia  
(603) 524-7704 - (413) 583-3132(w)

**Riverview Inn**  
Alton Bay  
(603) 875-5001

**Rosewood Country Inn**  
Bradford  
(603) 938-5253 - (800) 938-5273

**St. Moritz Terrace Resort**  
Laconia  
(603) 366-4482

**Shalimar Resort & Spa**  
Rt. 3, Lake Winnisquam  
(603) 524-1984 - (800) 742-5462

**Silver Sands Motel & Marina**  
Rt. 11B, Gilford  
(603) 293-4481

**South Bay Resort**  
Laconia Rd., Tilton  
(603) 528-2449

**Sun Valley Cottages**  
Rt. 3, Weirs Beach  
(603) 366-4945

**Super 8 Motel**  
Rt. 3, Tilton  
(603) 286-8882 - (800) 800-8000

**Tower Hill Cottages**  
Weirs Beach  
(603) 366-5525

**Town Line Motel**  
DW Highway, Meredith  
(603) 366-5570

**White Oak Motel & Lakefront Cottages**  
Ashland, NH  
(603) 968-3673 - (888) 965-1850  
E-mail: whiteoakmo@aol.com

**Weirs Beach Smokehouse**  
Weirs Beach  
(603) 366-2400

**Weirs Beach Motel & Cottages**  
Weirs Beach  
(603) 366-4604

**Yankee Trail**  
Rt. 3, Holderness  
(603) 968-3535 - (800) 972-1492  
ytm@worldpath.net

**Bed & Breakfasts**  
**Bay Side Inn**  
Alton Bay  
(603) 875-5005

**Belgian Acres**  
Tilton  
(603) 286-2362

**Black Dog Manor**  
Franklin  
(603) 934-0322  
h20dogs@fcgnetworks.net

**Cartway House Inn**  
Center Sandwich  
(603) 284-6219  
(800) 501-6219

**Corner House Inn**  
Center Sandwich  
(603) 284-6219  
(800) 501-6219

**Duck Pond B & B**  
Alton  
(603) 776-4111

**Englewood B&B**  
Franklin  
(603) 934-1017 - (888) 207-2545

**Ferry Point House**  
Sanbornton  
(603) 524-0087  
errypt@together.net

**Hickory Stick Farm**  
Belmont  
(603) 524-3333

**Historic Temperance Tavern**  
Gilmanton  
(603) 247-7349  
temptav@nh.ultranet.com

**Horse Haven**  
Salisbury  
(603) 648-2101

**Inn at Smith Cove**  
Gilford  
(603) 293-1111

**Inn at Peyton Place**  
Gilmanton I.W.  
(603) 364-7315

**The Agnes Pease House B&B**  
Rochester  
(603) 332-5509

**Shaker Woods Farm**  
Sanbornton  
(603) 528-1990  
shaker\_woods\_farm@compuserve.com

**Red Hill Inn**  
Center Harbor  
(603) 279-7001 - (800) 573-3445

**Condominiums**  
**Cedar Lodge at Brickyard**  
Weirs Beach  
(603) 366-4316 - (800) 366-4883

**Della Paolera Condo**  
Weirs Beach  
(978) 463-3163 after 6 p.m.  
E-mail: BigMrD@aol.com

**Gagnon Properties**  
Weirs Beach  
(603) 623-5997 - (603) 366-2556

**Lake Valley Properties**  
Carlisle, MA  
(508) 369-8049 - (603) 366-4684

**Samoset at Winnepesaukee**  
Gilford  
(603) 293-8068

**Private Condos**  
**Steele Hill Resort**  
Sanbornton  
(603) 524-2690 - (800) 286-6985

**Summit Resort**  
Laconia  
(603) 366-4896 - (800) 563-7060

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*Awarded Best Wheel Design  
In "2002" by Easyrider Magazine*



**New "2002"**  
**PSYCHO**



**New "2002"**  
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**New "2002"**  
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Xtreme Machine offers 14 different styles of wheels which are made of top quality forged billet aluminum and come fully polished or chrome plated. We also have matching pulleys, sprockets and brake rotors. Most popular sizes from the 18 x 8.5 to the all new V-Rod.

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**Village at Winnepesaukee**  
Weirs Beach  
(603) 366-4878

#### Vacation Rentals

**Century 21 Lakes Region Realty**  
Center Harbor  
(603) 253-7766  
eperts@  
LakesRegionRealEstate.com

**Coldwell Banker Steve Weeks, Realtors**  
Laconia  
(603) 524-2255

**Preferred Vacation Rentals**  
Center Harbor  
(603) 253-7811  
(800) 639-4022

**Roche Realty at South Down Shores**  
Laconia  
(603) 528-0088

**Meredith Woods 4 Season Camping**  
Meredith  
(603) 279-5449 – (800) 848-0328

**Paugus Bay Campgrounds**  
Weirs Beach  
(603) 366-4757

**Pine Hollow Camping World**  
Weirs Beach  
(603) 366-2222  
(508) 647-1966

**Pine Woods**  
Moultonboro  
(603) 253-6251

**Weirs Beach Tent & Trailer Park**  
Weirs Beach  
(603) 366-4747

**Yogi Bear's Jellystone Park**  
Ashland, NH  
(603) 968-9000

**Mother Nature providin' some grub, if you like picking berries or fishing and have a lot of patience. But if the belly's grumbling and you can't wait for any fish to bite, might as well check out what's on the menu in these fine establishments....**

#### Eateries At the Center of Weirs Beach

**Patio Garden Restaurant**  
Specialty: Italian and American  
Meals served: Lunch and dinner  
Location: Winnepesaukee Marketplace  
Phone: (603) 366-5800

**StageView Sub Shop & Grill**  
Specialty: Subs, burgers, seafood, BBQ  
Meals served: Lunch and dinner  
Location: Winnepesaukee Marketplace  
Phone: (603) 366-5800

**JB Scoops Ice Cream**  
Specialty: Eyescream!!!  
Location: Winnepesaukee Marketplace  
Phone: (603) 366-5800

**Half Moon Pizza Stand**  
Specialty: Hey, we're bettin' tossable pies, right?  
Meals served: Lunch and dinner  
Location: 240 Lakeside Ave.  
Phone: (603) 366-4315

**Hart's Homemade Slush**  
Specialty: Slush  
Location: 248 Lakeside Ave.  
Phone: (603) 366-2181

**Lisa's Lakeside Diner**  
Specialty: American  
Meals served: Breakfast, lunch and dinner  
Location: 279 Lakeside Ave.  
Phone: (603) 366-2005

**Nothin' Fancy Bar & Grill**  
Specialty: Mexican  
Meals served: Lunch and dinner  
Location: 306 Lakeside Ave.  
Phone: (603) 366-5764

**Pier Restaurant**  
Specialty: American  
Meals served: Lunch and dinner  
Location: Winnepesaukee Pier  
Phone: (603) 366-5970

**Weirs China Mama**  
Specialty: Chinese, of course  
Meals served: Lunch and dinner  
Location: Winnepesaukee

**Pier**  
Phone: (603) 366-9373

#### Eateries Outside of Weirs Beach

**The Lobster Pound**  
Specialty: Lobster, seafood  
Meals served: Lunch and dinner  
Location: Weirs Beach Arrow  
Phone: (603) 366-5713

**Weirs Beach Smokehouse**  
Specialty: BBQ  
Meals served: Dinner  
Location: Weirs Beach Arrow  
Phone: (603) 366-2400

**Bridgewa**  
Specialty: American  
Meals served: Lunch and dinner  
Location: 1208 Weirs Boulevard  
Phone: (603) 366-5912

**Crossroads**  
Specialty: American  
Meals served: Lunch and dinner  
Location: 1209 Weirs Boulevard  
Phone: (603) 366-9351

**Naswa Resort**  
Specialty: American  
Meals served: Lunch and dinner  
Location: 1086 Weirs Boulevard  
Phone: (603) 366-4341

**Christmas Island Steakhouse**  
Specialty: American  
Meals served: Lunch and dinner  
Location: 630 Weirs Boulevard  
Phone: (603) 366-4664

**Kellerhaus**  
Specialty: Waffles  
Meals served: Breakfast  
Location: Route 3  
Phone: (603) 366-4466

**JT's Bar-B-Q**  
Specialty: BBQ & seafood, no doubt  
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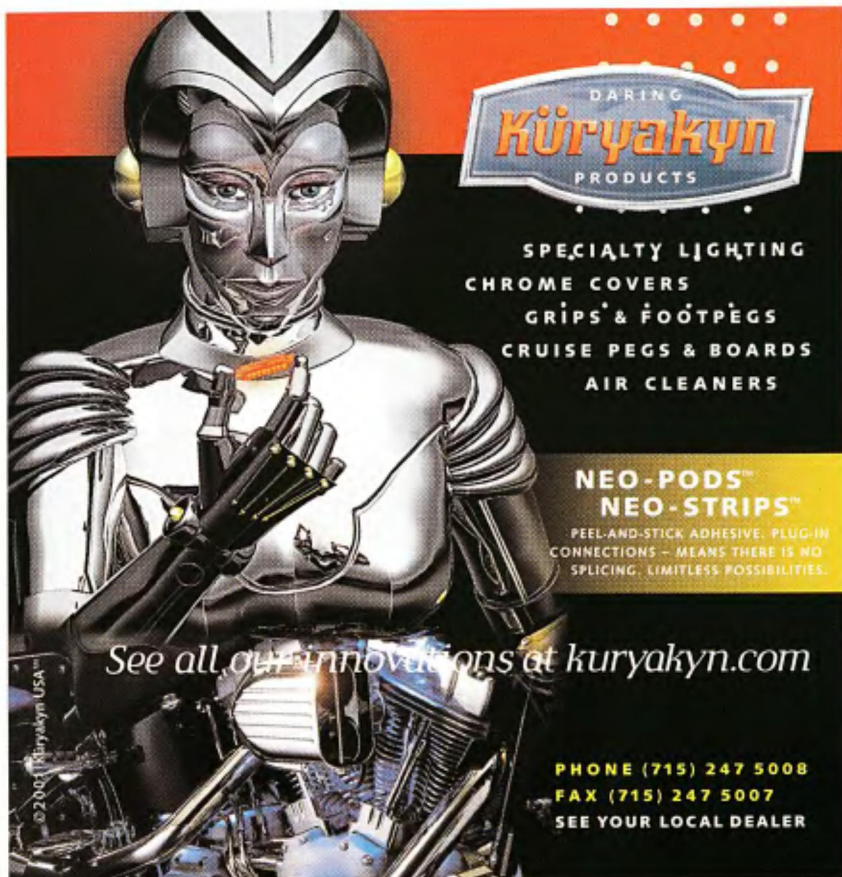
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# E X C L U S I V E ROAD GLIDE DELUXE

A D O W N T O W N H A R L E Y H O T R O D T O U R E R

We watch for trends in the custom motorcycle world here at *Easyriders* and foresaw the current interest in long bikes several years ago. In an effort to always give our readers what they want (before they even know they want it), we are also predicting that while choppers will always be cool, other trends are forming in the two-wheeled firmament even now. For instance, we believe one of the next hottest custom bike trends will be fast little streetfighters (look for a few examples next issue). Another trend that has been building the last few years is that of the custom dresser.

Every one has a dream of owning a righteous barhopper, maybe a rigid chop job that looks bad to the bone, and also owning a cool, souped-up touring bike for those long rides. As stated last month in our Road Glide build tech article, Harley-Davidson had the perfect answer back in 2000 when they introduced the limited edition Screamin' Eagle Road Glide. Harley's Custom Vehicle Operations wizards took the Road Glide and gave it a face lift, added some ponies with Screamin' Eagle performance parts, included some dazzling chrome do-dads and a wild orange and black paint job. Everyone went ape when they saw the bike

unveiled. The only problem was that Harley only made 1,550 of the custom Road Glides in 2000. Each dealership only got one or two of the bikes and they roared out of showrooms as fast as they came in.

In 2001 Harley gave the Screamin' Eagle Road Glide a sexy new paint job of blue, silver and gray and produced 1,695 of the hot rod road cruisers. Again, they burned rubber out of showrooms all over the country. Now, they're long gone and used ones are pretty rare and pricey.

So, we asked ourselves, why not build our own version of the Screamin' Eagle Road Glide. What would an *Easyriders* version of this setup look like? Armed with a Genuine Harley-Davidson Parts and Accessories Catalog, we called on world class custom bike builders Russ Tom and Brian Mitchell of Downtown Harley-Davidson in Seattle, Washington, who have a reputation for creating killer custom baggers.

Beginning with a very tired 2000 Road Glide, we immediately tore the bike down to the frame and sent all the sheetmetal and plastic parts off to Tom Prewitt at Damon's Custom Paint in Brea, California. We told Tom to make the bike look like a mystical









Moonstone (pearlescent but not overly flashy) and to include ghost flames for pure *Easyriders*-style attitude. He consulted with the folks at House of Kolor while Brian Mitchell re-assembled the Twin-Cam motor with a selection of Screamin' Eagle goodies. The hop up included Harley's Screamin' Eagle 256 cam, high compression pistons, Screamin' Eagle heads and their hot new Holley carb, and a Screamin' Eagle ignition module and coil. The bike thunders through a set of DH-D "Boomcans".

For the bright work and details, Brian chose some of the best accessories from H-D's catalog. These include their low-profile windshield, detachable chopped Tour-Pak, chrome lower fork sliders and upper fork covers, silver-faced gauge kit, chrome and rubber footboards, saddlebag lid spoilers and turn signal lights, profile low touring shocks, billet style mirrors, chrome and rubber grips, and other tasteful details.

When the paint came back from Damon's, all the wrenches at DH-D gasped in awe. This subtle dark blue/purple paint

comes to life in a rainbow of Kameleon colors. "We wanted the effect to be magical, not gaudy," Tom told us. He certainly succeeded and then some. When all was said and done, the one-of-a-kind paint and flamed graphics were both tasteful and extremely rad. It was a real challenge for photographer Bruce Carroll to light the bike for the bike shoot so that you can see some of the wild kaleidoscopic effects.

To finish this hot rod Road Glide off, we suggested Performance Machine's classic 18-inch Vintage, 5-spoke billet wheels shod in Avon rubber with matching brake rotors, calipers, and rear sprocket. The overall look is wicked, classy, mean, and sexy-as-hell all at once.

Now that this road warrior is done we'll put some miles on the fresh motor, do some dyno testing to see what the Screamin' Eagle components and Holley carb are capable of, and just ride the hell out of this thing. If dressers can look this good, the rigid may be spending more time in the garage. —Dave Nichols



**Owner:** .....Downtown  
Harley-Davidson  
**City:** .....Seattle, Washington  
**General**  
**Fabrication:** .....Downtown  
Harley-Davidson  
**Year/make:** ..2000 Harley-Davidson  
**Model:** .....FLTR  
**Assembly:** .....DH-D  
**Time:** .....3 months  
**Chroming:** .....Master Craft  
**Engine**  
**Year/model:** .....2000 Twin Cam  
**Rebuilder:** .....DH-D  
**Displacement:** .....95 cubic inches  
**Ignition:** .....Screamin' Eagle

**Cam:** .....Screamin' Eagle  
**Carb:** .....Screamin' Eagle Holley  
**Pipes:** .....Harley-Davidson  
**Mufflers:** .....DHD "Boomcans"  
**Transmission**  
**Year/make:** ..2000 Harley-Davidson  
**Painting**  
**Molding:** .....Damon's  
**Painter:** .....Damon's  
**Color:** .....Kameleon  
**Type:** .....House of Kolor  
**Special paint:** .....words can't describe it!  
**Frame**  
**Year/Make:** ..2000 Harley-Davidson  
**Type:** .....FLH

**Rake:** .....factory  
**Stretch:** .....stock  
**Shocks:** .....H-D profile low touring shocks  
**Accessories**  
**Handlebars:** .....Harley-Davidson  
**Risers:** .....Harley-Davidson  
**Handlebar controls:** .....Harley  
**Fenders:** .....Harley-Davidson  
**Headlight:** .....Harley-Davidson  
**Taillight:** .....Harley-Davidson  
**Speedo:** .....silver Harley-Davidson  
**Pegs:** .....H-D chrome and rubber  
**Foot controls:** .....H-D chrome and rubber  
**Gas tank:** .....Harley-Davidson

**Oil tank:** .....Harley-Davidson  
**Seat:** ..Harley-Davidson Road King  
**Mirrors:** .....H-D billet-style  
**Grips:** .....H-D chrome and rubber  
**Front end**  
**Type:** .....41 mm  
**Builder:** .....Harley-Davidson  
**Wheels**  
**Make:** .....Performance Mac  
**Vintage**  
**Size:** .....18-inch  
**Tires:** .....Avon  
**Brakes:** .....Performance Machine  
**Special Features:** .....mind-melting paint by Damon's  
**Photos:** .....Bruce Carroll



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- 17378-98 Screamin' Eagle Roller Rocker Arms
- 37952-98A Screamin' Eagle Performance Clutch Kit
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- 31932-99 Screamin' Eagle Spark Plug Wires
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- 52900-98 Low Profile Leather Rider Backrest Kit
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- 55955-00 Chrome Road Glide Handlebar
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- 50782-91 Chrome Passenger Footboard Covers
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*The lady this article is about was a true motorcyclist. Harley oil flowed in her veins and riding was her life. Anna Leah Smith road for 56 years, all of them filled with adventure. She was one of the first Motor Maids as well as one of the first woman motor patrol cops. Easyriders remembers her with honor. — Ed.*

**M**y brother was Lyle D. Smith, president and organizer of the Danville Eagle Motorcycle Club. He was 26 when he died in Greenville, Texas, en route on his motorcycle from Santa Cruz, California, to his home in Danville, Illinois. The year was 1934.

"I made Lyle a promise I'd never give up the love in my life and never stop riding." Anna stopped for a minute, fought back a tear, took a deep breath and smiled at me. There was a special look in this lady's face—you could see the love of motorcycles and the open road in every well-earned wrinkle.

The remarkable Anna Leah Smith was 84 years old when I found her living in my town of El Dorado, California. My interview with her was during the end of summer in the year 2000. On September 21 of that year, Anna died. But she left us some history and a genuine story of the love of the ride.

It's mid-winter now; thought I'd take a putt today. Looked outside; it's snowing—so I changed my mind. That's where my memory of Anna came to light, and I decided to tell this story about a lady who promised her brother she'd never stop riding.

Born April 14, 1916, in Danville, Illinois. Anna was 8 when she took her first ride behind her brother Lyle. "By the age of 13, you couldn't get me off of them," she said. Anna got her first bike back in 1930. It was a Henderson. Her teen years were full of fun and a favorite summer game was motorcycle polo, and ice racing in the winter with her brother and fellow friends. A little snow never stopped Anna. By 1933 she was racing full time and on July 4, placed in the MC races at I&I Fairgrounds. For the ultimate rush, she and brother Lyle would crash through fire walls at daredevil shows.

Cross country was the ultimate high for Anna. A 210-mile trek from Chicago to Danville in a blizzard was among her first adventures. Then came the fatal trip to California with the death of her brother Lyle. Anna was no stranger to dangers on the road.



APRIL 14, 1916 to SEPTEMBER 21, 2000

**Anna Leah Smith** MOTORCYCLING'S GRAND DAME







Photos: Linda Barbour

That June she had lost Joseph Domgall, her fiancé, to a fatal motorcycle accident. She had been given Joseph's bike by his parents. Thinking of the loss of the two loves in her life, Anna was almost ready to hang up the leather. "I couldn't break the last promise I gave to my big brother. It was the best promise I ever made," she said. "It keeps me alive—I've had a wonderful life in the wind."

After Lyle's death, she rode back to Danville, completed her education at the University of Illinois where she rode her bike home on weekends. She rode year-round and sometimes in the winter months her hair would freeze to her leather hood and her hands would freeze to the bike's handlebars.

At 24, Anna became a member of the Motor Maids Inc., the oldest motorcycle organization for women in North America. Co-founder Dot Robinson was a good friend. Anna was saddened by Dot's death in October 1999. "We put a lot of miles on those old bikes," Anna said with a twinkle in her eye. I could tell she loved every minute.

By the 1940s, Anna resettled in Santa Monica, California, enjoying marriage, motherhood, motorcycles, and the California climate. In total, Anna owned five Harleys during her lifetime. Never a serious accident and not one broken bone.

In 1954 Anna rode into motorcycle history when she graduated as "Top Rider" in her class at the Los Angeles Sheriff's Department. It was a class of six: three men and three women and they were the first women to graduate and become the "motorcycle patrol" for the L.A. Sheriff's Department. By 1957, Anna made her way to sergeant. But that's not all, she was such a reliable rider that the Sheriff's Department often sent her to Milwaukee. She rode the new Harleys back to L.A. where they became bikes for newly graduated officers. Anna said every trip was an adventure, but sometimes it got so cold that magazines became her best friends. She would stuff them in her pants and jacket; late at night she'd read them for the company. "It was a grand time," she said. With every trip, she'd remember how a promise kept her ride alive.

Winter winds or no, I think I'll take that putt, and think about a super lady-rider whose story deserves to be told. Hell bros, what's a little snow?

—Linda Barbour





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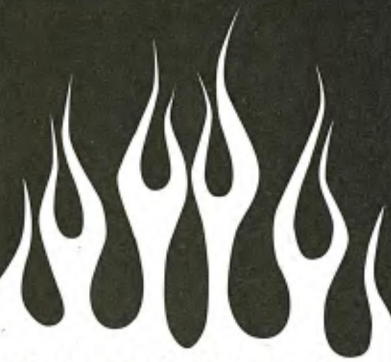
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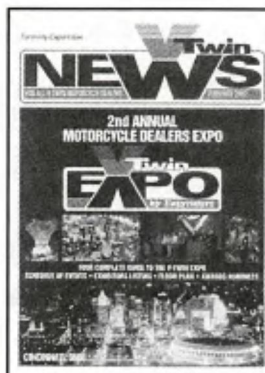
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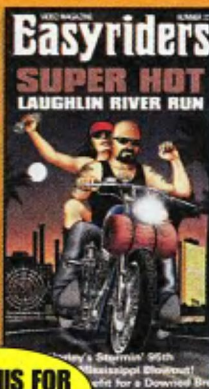
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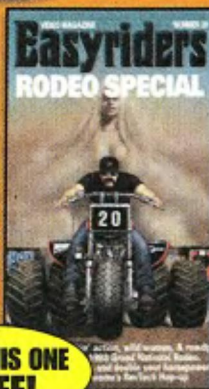
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| 2000 | 319  |      |      | 322  | 323 |      |      | 326  | 327  |      |      | 330  |
| 2001 | 331  | 332  | 333  | 334  | 335 | 336  | 337  | 338  | 339  | 340  | 341  | 342  |
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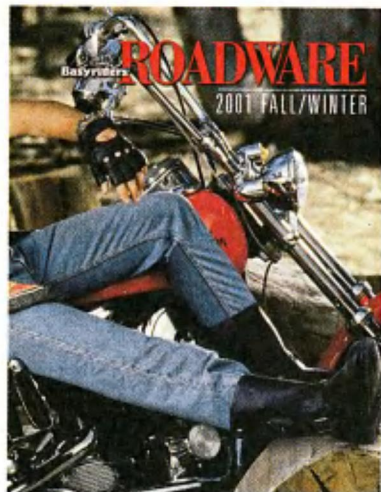
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## **S&S Cycle's New High-Volume, High-Pressure Oil Pump: The Importance of Delivering Vital Fluids to Your Engine**

With today's trend toward ever-larger displacement motorcycle motors, the cubic-inch escalade seems to reach no end. One of the common problems encountered when stroking and boring engines to larger displacements and when boosting compression ratios for more power, is engine heat dissipation. All motorcycle riders know that more power means more fun, but only a few of them actually understand that the more power an engine puts out, the more heat it creates as a by-product. If not properly dissipated, excessive heat can be the end of a good engine. Maintaining optimum engine oil pressure to various moving parts can become a problem as oil temperatures rise, thinning the oil out in the process.

Trying to address these issues, S&S Cycle developed a new high-volume, high-pressure oil pump to ensure more reliable and bulletproof operation of their Super Sidewinder Plus engines.

S&S Cycle recently let us take a peak at one of their latest performance products, the high-volume, high-pressure oil pump for big twin engines. At the heart of the HVHP pump are specially designed 9-tooth gears, which out perform the

more common 14-tooth gears by a significant margin. The HVHP pump supplies approximately 38% more oil than previous models and a 1.45:1 return supply ratio dramatically improves crankcase scavenging.

CNC-machined from top quality billet aluminum, the HVHP pump fits any V-2-

style engine with the '92-up bolt pattern. A different version for older engines is expected later this year.

For more information, contact S&S at 14025 County Hwy. G, Viola, WI 54664; ph 608-627-1497; fax 608-627-1488; e-mail [sscust@sscycle.com](mailto:sscust@sscycle.com); Web site [www.sscycle.com](http://www.sscycle.com) —Lafayette



HVHP gear on the left has 9 teeth but is also wider than the 14-tooth gears.



HVHP gears will not fit earlier style oil pumps.



Outward appearance of the HVHP pump is almost identical to previous models. Production units will be fully polished.

Photos: provided by S&S



# TechTips

## A \$15,000 Softtail

### The Big Bear Choppers Way

So, generic softtails with bolt-on trinkets and doo-dads hangin' all over 'em don't do a thing for ya, huh? Don't worry, you're not alone. Luckily, there's a cure for the common over-priced custom in the form of Big Bear Choppers. You may recall that we ran a story on an \$11,995 rigid bike kit from these guys in the October 2001 issue of *Easyriders* (No. 340). Well, now Kevin Alsop and the crew at Big Bear Choppers have a killer softtail-style kit with an impressive 250 chunk of rear meat that comes unassembled for just \$14,995. You heard right, line up boys and girls and get yours today. You say you wanna have Kevin build the bike for you? No problem, for a few dollars more, Big Bear Choppers will get you out the door with your very own killer kustom complete with a 100-cubic-inch RevTech motor. Wanna hear more? Sure ya do.

One great thing that has grown out of the modern bike scene to fill the desire of the guys who want a bike that's their own, is the introduction of kit bikes that are available in a wide variety of stages from a number of different sources. From basic rolling chassis, to kits that come complete with every nut, bolt and bearing needed to assemble a bike at home in your garage.







About a year ago, Kevin began selling Custom Chrome's kit bikes and found that 60% of his customers wanted him to assemble the kit for them. In nothing flat, Big Bear Choppers added floor space and wrenches, adding this cool softail-style scooter to their bag of tricks.

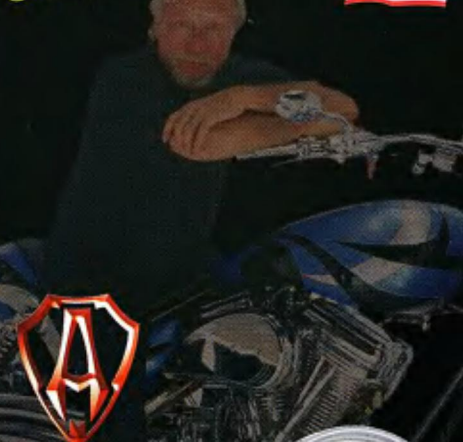
Y'see, Big Bear Choppers puts their own spin on these kits and the results are very rideable, streetworthy machines with great looks at a killer price.

Kevin found the CCI package to be an excellent platform from which to jump off, as a way to construct one-of-a-kind

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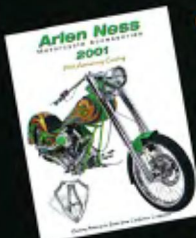
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customs for the less-than-mechanically inclined customers that are searching for somethin' different yet affordable—for under 20 grand—in a bike built the way you want it. Tastes great, less filling, like the ad used to say. Well, in this biker's version of the does-it-all mentality, Kevin and the BBC crew takes the guesswork (and labor) out of building a kit bike. They also add a few of their own custom touches, like stretched tanks, custom fenders, trick paint (which is actually powdercoating) including wild graphics and even gold leaf, and old school secrets like how to keep your pipes from bluing "guaranteed"! You can order a kit bike and have it built just the way you like to suit your taste. Or as another famous ad proclaimed, "Have it your way!"

Kevin has a number of different kits to choose from—from rigid, to this wide-assed softail-style. Big Bear Choppers is

also a licensed manufacturer, which means financing and registration is a breeze. Give Big Bear Choppers a call at 909-878-4340 or you can visit their Web site by logging

onto: [www.bigbearchoppers.com](http://www.bigbearchoppers.com). The bike of your dreams is finally within your grasp and the boys at Big Bear can hook ya up in nuthin' flat.

—Boxcar





Owner: .....Kevin Alsop  
 City: .....Big Bear, California  
**General**  
 Fabrication: .....Big Bear Choppers  
 Year and make: .....2001 CCI/BBC  
 Model: .....custom softtail-style  
 Assembly: .....Big Bear Choppers  
 Time: .....4 weeks  
 Value: .....\$14,995.  
**Engine**  
 Year: .....2001  
 Builder: .....RevTech  
 Ignition: .....Crane  
 Displacement: .....100 cubic inches  
 Cam/Carb: .....RevTech  
 Pipes: .....Samson  
**Transmission**  
 Year: .....2001 RevTech 6-speed  
**Painting**  
 Painter: .....Big Bear Dave  
 Color: .....Carriage House  
 Type: .....powdercoat  
 Special paint: .....Mike "Kid" Hasbun  
**Frame**  
 Year: .....2001 Santee  
 Type: .....softail-style 250  
 Rake: .....40 degrees  
 Stretch: .....2 inches  
 Shocks: .....Custom Chrome, Inc.  
**Accessories**  
 Handlebars: .....1 1/4 drag  
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 Mirrors/Grips: .....Custom Chrome, Inc.  
 Oil system: .....RevTech  
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 Builder: .....Custom Chrome, Inc.  
**Wheels**  
**Front**  
 Make: .....Custom Chrome, Inc.  
 Size: .....21 x 2.25  
 Tire: .....Avon Venom  
 Brake: .....RevTech  
**Rear**  
 Size: .....18-inch  
 Wheel: .....Custom Chrome, Inc.  
 Tire: .....Avon 250 Venom  
 Brake: .....RevTech  
**Photos:** .....John Wycoff

*If you like this softtail-style but are into choppers, wait until we show you the new Big Bear Choppers version of Paul Yaffe's wild rolling chassis chopper kit. Watch for it right here in Easyriders, featuring the world's first S&S 124-cubic-inch monster motor in an ass-kickin' choppab!*

Photos: John Wycoff

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### GMA 402STM

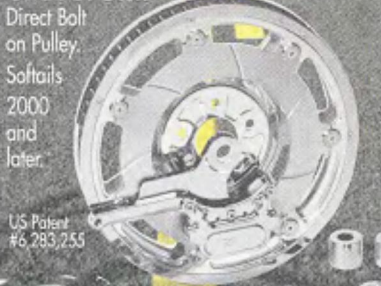
Rear kit. Softails 2000 and later. 4 piston/anodize finish.



\*\*Also available in chrome - shown (GMA 402SMC)

### GMA BPSTM

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US Patent #6,283,255

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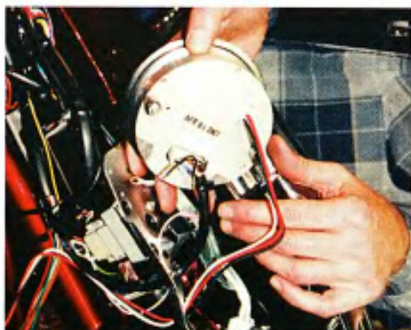
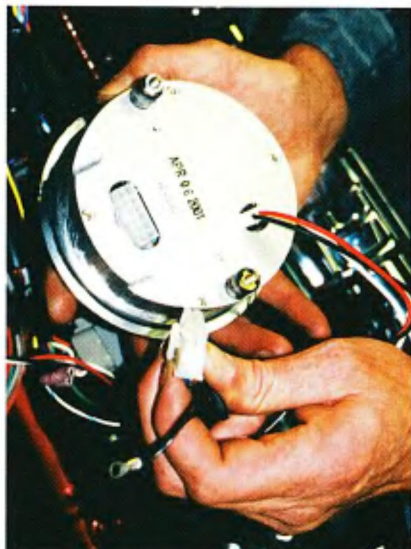
## TechTips

### Go Digital

#### Installing the Dakota Digital Digital Speedo/Tach Information System

Let me tell ya, Dakota Digital's VFD Digital Information System is about the coolest goody you can put on your bike. I have to admit I was skeptical at first, preferring the old school look of a catseye dash and good ol' conventional analog speedo on the bikes I ride. But kids, this thing is the shit! When the unit is off it just stares at you like one of those Magic Eight Balls...totally blacked out and mysterious. When you turn on the juice, the unit comes to life acting as a speedometer and tachometer and also shows you just about everything from low oil pressure, low voltage and neutral indicator, to turn signal indicators, regular odometer and even a trip meter. This puppy even dims for nighttime riding and is plenty bright in full daylight as well. Pretty damned trick.

Best of all, the average jamoke can install this unit in about the time it takes to drink a beer. Here's how it goes: The base of the unit is universal enough to fit in either new clip-in (1995 or newer) or into the older style, bolt-in dashes. The rubber mounts with studs on both sides are used for the bolt-in style. L-brackets are used for the



clip-in style. Attach the foam tape (which is provided) to the bottom of the case just below the chrome bezel, plug in the main harness connector and attach the ground. With an electric, transmission speed sensor use the Speed Sensor Harness Adapter and plug in the Speed Sensor Connector.

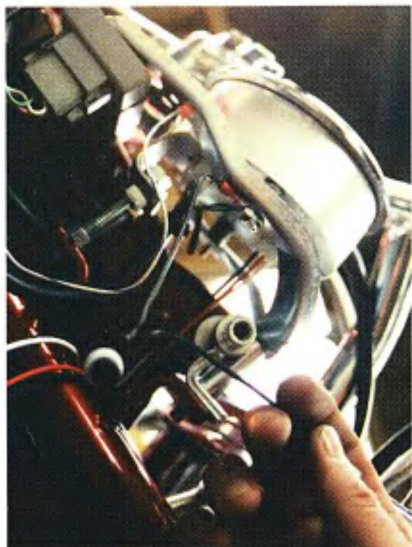
A little rubber nipple goes over the odometer-reset button (which also allows you to switch functions to regular odometer and other functions), and you're all set. For those of you doing all the wiring on your bike, a solid state ignition switch is recommended in case of voltage drops that could shut the system down. Also, the black wire should be secured directly to the negative battery terminal to avoid erratic operation due to a poor ground connection. The wire color code for the main display system harness is simple and easy to follow.

Naturally, speedometer connection varies depending on the year and model of your scooter. Using different speed adapter kits, the speedo can read a speedometer cable, a stock electric transmission speed sensor, or an after-market gear-tooth sensor. Each adapter kit connects to the speedo using the 3-pin connector on the bottom of the unit. It's simple, it works, and it rocks.

—Dave Nichols







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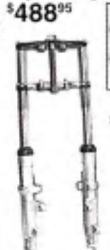


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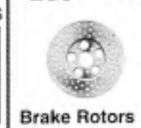
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# TechTips

## A Tale of Two Choppers Paul Yaffe's CCI Designer Chopper Kit

There are few rewards in life that equal the feeling of accomplishment that comes from motoring down the highway on a super-cool chopper that you've personally wrenched on. One great way to do this is

with the new Paul Yaffe Designer Chopper Kit available through Custom Chrome Inc.

In recent years, custom bike kits have been available from almost every parts distributor, but some of them have been configured around a pseudo-custom frame filled with mostly overstocked OEM parts. This usually helps the parts house more than the builder by clearing the parts

house's dusty shelves of excess inventory. Sure there are horror stories about kits of renegade parts that required major mods just to make two holes line up. The fact is, the Chopper Public has more choices as to who, what, where, and how a bike kit could be had than at any time in history. Many of these kits are available in a variety of various configurations and in different







degrees of completion from frame, to rolling chassis, to ready to ride.

With all of these decisions, how does a novice chopper builder even know where to start? Wouldn't it be great to find a kit that was well-engineered and designed with lots of trick stuff so that it doesn't look like a throw back to the factory or an obvious bike in a box?

What we present to you today is a true, custom designer-bike kit. Master builder Paul Yaffe is a member of the Custom Chrome design team. At a team meeting not very long ago, the main subject on the agenda was to plan the design of a bike kit





to be offered in CCI's new catalog. A slightly underwhelming preliminary concept was on the table and no one seemed to think it was really worth its salt. Caught up in the magic of the moment, Paul said, "You should let me make a bike kit for you; it would be the coolest bike kit ever." The unanimous nod was given enthusiastically and without hesitation.

At his Arizona facility, Paul has the experience and resources to make anything he desires. He began with the concept that this task would result in his idea of the perfect chopper kit bike in every way. John and Phil are the supermen in Paul's fabrication shop who really got the project off the ground, under Paul's watchful eye. The frame's geometry allows for a very comfortable ride. Its softail-type suspension has full wheel travel for great tracking with a solid feel that still soaks up the bumps. This superb frame has 6 inches

of upstretch, natural forward stretch, and a 40-degree rake with 6 additional degrees of rake in the triple trees.

This extra-long, lean and mean chopper is also very controllable. It rides like it has power steering. The CCI Designer Bike Kit is furnished with a fully polished RevTech 100-cubic-inch motor, and 6-speed RevTech transmission. The upswept pipes were hand-built specifically for this first generation frame. Not a box full of parts that fit other bikes, there are at least a dozen custom made parts in the kit that fit together seamlessly, and have not been in use on any other scooter before.

The silver chopper seen here made its debut as the star of the 2001 CCI Dealers Show, selling 14 kits on the very first day. When John Parham of J&P Cycles saw it, he told Paul that he just had to have one right away. Two weeks later, John was riding the black beauty seen on these pages and has

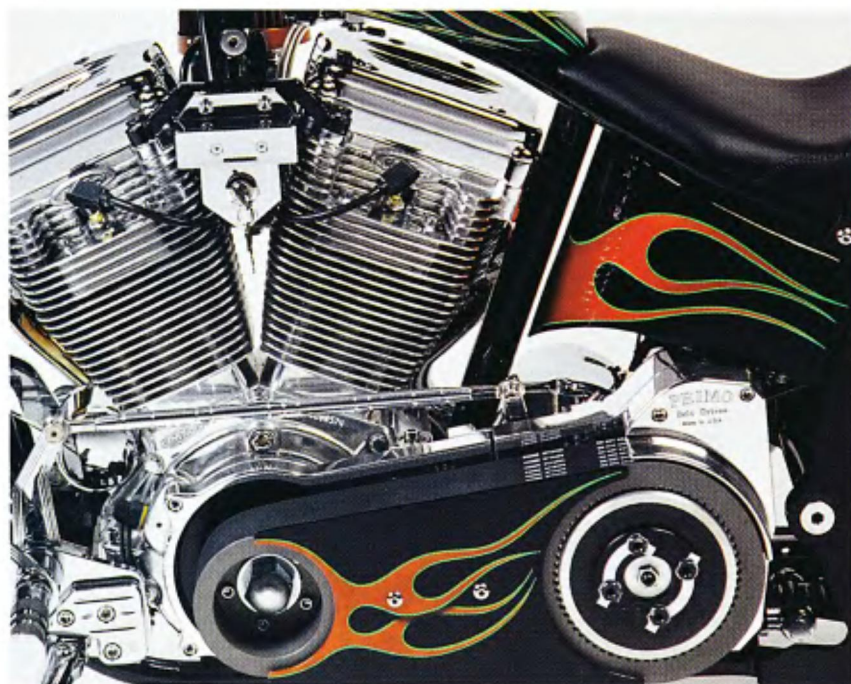
loved every mile of it. Parham took his CCI Designer Bike to the annual Love Ride where it was an instant hit.

CCI includes an MSO for the frame and motor in the detailed instruction packet and owner's manual for each Designer Chopper Kit, which comes to you in raw metal and retails for \$25,000. Everything except gas, oil, and air for the tires is in the box and waiting for your own custom paint and graphics. The Paul Yaffe Designer Chopper Kit is available from the Custom Chrome dealer near you. —Jeff Moore

## Source

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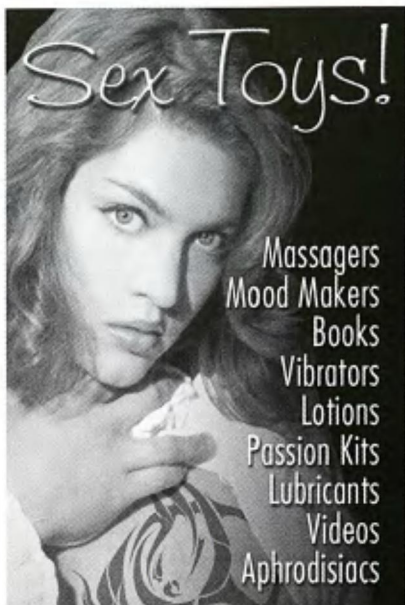


Photos: Butch Lassiter





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# ReadersRides



**Paul Skinner**  
**Cape Coral, Florida**  
**1981 FXE**

For whatever reason, some folks like to swim against the current, and they certainly have my respect, cause it ain't easy. So while most of the custom bike world seems to be heading back to simpler times on streamlined, stripped-down yet technologically advanced machines, Paul Skinner, in a sort of post-retro-'80s type seizure, was more concerned with how much color and chrome and curiosities he could cram onto two wheels.

Here's his supercharged, nitro-burnin' '81 FXE, which, as he says, "I built in my garage, with all the work

done by myself and assembled it in my living room." The bike has many, what he calls, "custom, handmade parts, such as the exhaust pipes, induction systems, dash, oil lines, belt covers, gold-inlaid pegs and grips, dual spark plugs, and a whole bunch more."

And don't forget about the "extensive amount of gold and chrome plating." Well, that's hard to do; it all just jumps right in your face, doesn't it? For the gruesome paint job, Paul tackled Pat Cleland, "the best in Southwest Florida, and the paint fades from red to orange to gold, with some of the best graphics around."

Paul is justifiably proud of his creation and makes no bones about it. "The bike is unique because there is so much custom

detail to be seen on two wheels," he says. "And your readers will enjoy reading about it because it still has the original stock frame." Hey, I knew there was something I liked about this bike!

According to Paul, his bike "made its debut at the March Rat's Hole show in Daytona and won. It also won the trip to Germany."

He presumably means the Essen motor show, which takes place every year in December. So, considering how drab and gray Germany is during December, there's no doubt in my mind that to the Krauts this bike will be like drops of gasoline in a mud puddle, or something like that.

And as far as I remember, that's a colorful thing.  
—Tripper



Photos: owner



# ReadersRides

## David Bayer Gig Harbor, Washington 1968 Aermacchi

What you're looking at here is, in fact, a Harley-Davidson, like the tank emblem and the engine case cover tell you. "But where's the V-twin?" you might ask. Or, "how come it's so...well...tiny?"

Well-thought-out, relevant questions that deserve some answers. But let's first see what the owner of the bike, David, has to say. "I've been looking at some of the readers' rides for some time now, and I thought I should send you guys a picture of a Harley that I have. It's an Aermacchi made in Italy for Harley-Davidson. They only made them for a couple of years or so. This

one's a 1968 and only has 410 miles on it."

The dude knows his stuff. But let Professor Tripper continue.

Aermacchi, as some of you might know, was once a famous Italian aircraft manufacturer who had started building scooters back in '56. The first model was an all-enclosed scooter called Chimera, which had a horizontal single-cylinder OHV 175cc motor and looked just like it reads here—funny.

But never mind that, because in 1960, the Americans, meaning H-D, took over and had Aermacchi produce small 2-strokes for the U.S. market. They did fairly well, until 2-stroke motors fell victim to the anti-pollution laws enacted in the mid-'70s. And so, by 1978, H-D had sold

Aermacchi to a company called Cagiva, owned by the Castiglioni Brothers.

The brothers made such a success out of the little 2-strokes that, in due time, they actually ended up buying out their competitors Ducati, Bimota, Husqvarna, Moto Morini, and MV Augusta. Not bad for a little scooter that could.

Other than telling us that some of the photos were apparently taken at Halloween, David also informs us that, "I'm sending the photos to show all those badass boys that on their way to Sturgis this year, I just might be joining them."

Of course, David said that last year, but rumor has it that he's still on the road, aiming to roll into Sturgis by early September this year.

—Tripper

Photos: owner





**Ben Brockmeyer**  
**San Francisco, California**  
**1940 Knucklehead**

Ever the sucker for a beautiful old-timer, I didn't even mind that Ben here sent us a dearth of info and, of course, no phone number by which to pester him with stupid questions. A 1940 knuckle is a rarity in anyone's book, even in ours, and especially such a nicely put together one.

Of course, we're not the only ones to think so, either. "It took second place at both the Grand National Roadster Show and the Oakland Rod & Custom Show in 2001," are some of the few words with which Ben had the courage to

part. Oh yeah, he also said, "As you can see, this is a very special bike. Let me know what you think."

Well, Ben, what's there to say, other than that when I ran your name in an extensive Internet search, I came up with two results. One was an obituary item in an online version of the *Detroit Jewish News*, and I didn't think you were either dead or in Detroit (or both: dead in Detroit), and the other was the 2001 Grand National Roadster Show awards site, in which it was mentioned that your bike took the Outstanding Motorcycle award. Congratulations, but that was all there was.

We also ran the usual background checks through the CIA and Interpol

and discovered that you were involved in something called "Project Zebra" in late 1985. This, of course, led to your sudden disappearance in the Witness Protection Program. Still, so many questions abound. Like: Hey, do you ever ride this thing or does it just sit in your living room? Well, actually, that's the only one I can think of right now, because I'm still busy drooling over this awesome looking vet with its elegant lines and serene appearance, seemingly taking a well-deserved rest in front of your garage.

And with this in mind and drool on my chin, it seems appropriate now to have me rest my trap and just let the bike do all the talking. — Tripper

Photos: owner







**Silvio Sinerco**  
**Hackettstown, New Jersey**  
**1999 FXD**

Seems, some 25 years ago, Silvio sold his '70 Sportster to pay for his driveway, but then found himself with nothing to park on it, having—obviously—sold the Sporty. But that didn't dishearten Silvio at all, although, with five kids to raise, "affording a Harley was impossible," he says. Eventually, as the years went by, Silvio's wife got tired of his bitching and moaning every time a Harley went by, and she told him to finally quit crying and go buy one. But money was still nonexistent, so Silvio decided to build one instead. Oh boy!

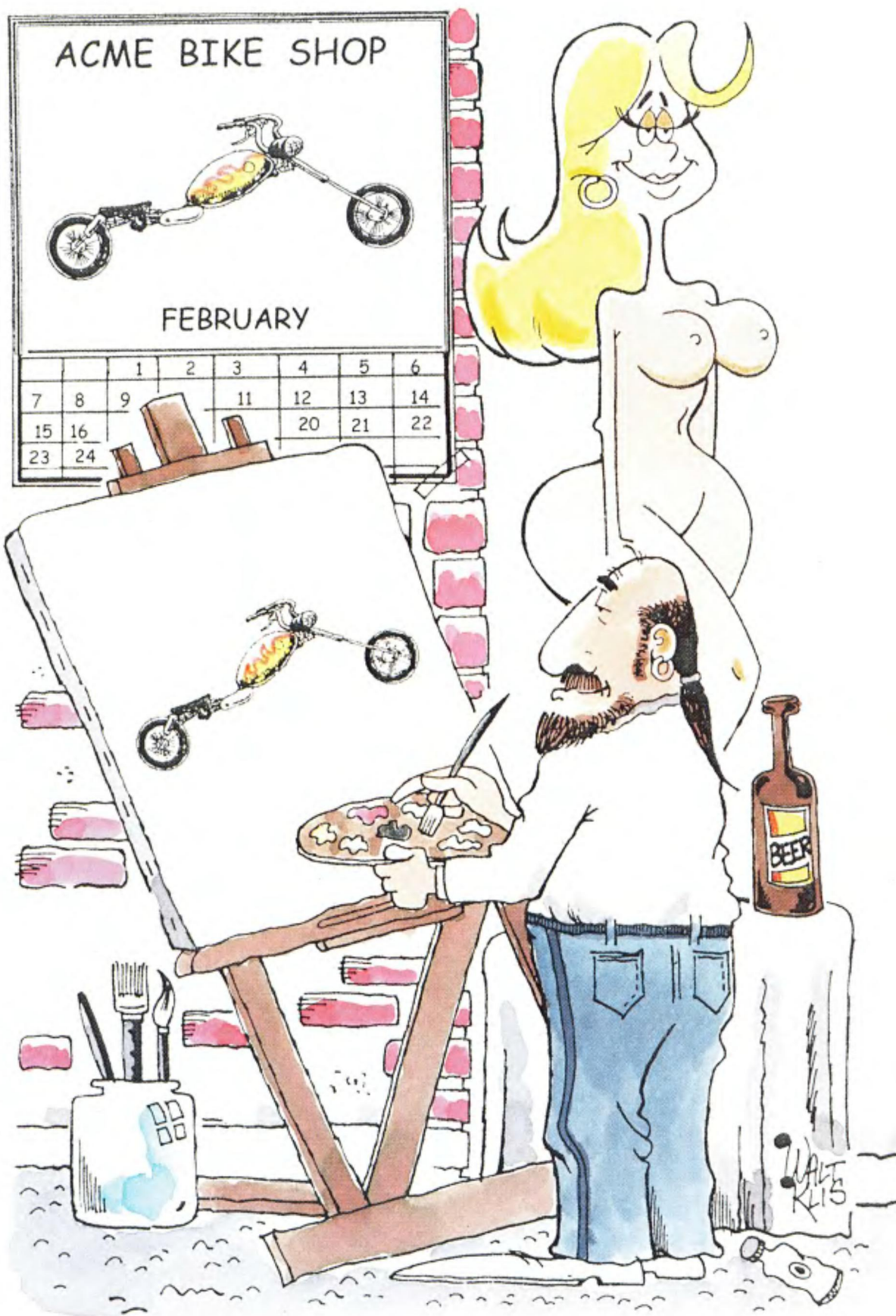
"I should of done a little more research," Silvio laments, "but I just dove right in instead. I purchased a new '99 Twin Cam 88 back in August of '99, and not realizing that it was an FXD, I thought I could get a good deal on a Softail rolling chassis and maybe build my dream bike for under 12 grand."

We already know the end to this story, don't we? I'll spare you the gruesome details of Silvio's ordeal, because they could fill a double feature. Suffice it to say that Silvio's other problem was (and still is) that he's only 5 feet and 5 1/2 inches tall, so there was a helluva lot of machining, fabricating, modifying, cutting, welding, and what have you to be done to make everything fit properly and for Silvio to still get his feet on the ground when necessary. Stopping is necessary.

He did get a break by buying the Wil Phillips rubbertail frame kit, and "all the stuff that comes with the frame made building this dream of mine a lot easier," he says. Nonetheless, nothing was left untouched or unmodified, even the solo seat, from which "I removed the vinyl and the foam and welded a base plate to the seat pan so the seat would fit the frame's contours and the seat pocket of the D&D gas tank."

And now that he's got both a driveway and his bike to park on it, Silvio is one happy camper. — *Tripper*













# BIG DOG PITBULL

IF IT'S TOO HARD, YOU'RE TOO OLD!

With their Pitbull hardtail, Big Dog Motorcycles offers a rigid scooter for those of us who have a taste for hardcore bikes with punch and attitude. *Easyriders* is one of very few bike rags where a rigid has a chance at scoring decent grades on a road test, so without further adieu let's take a look at this mean little hot rod.

The Pitbull uses a beefy Daytec rigid frame. The chassis is made to Big Dog specs with 1 1/4-inch steel tubing. It was designed to accommodate 250-series rear tires that are quickly becoming a standard with today's big-inch power cruisers.





Rolling stock for the Pitbull is the aforementioned 250-series rear tire that's mounted on a machined, extra-wide rim, while a traditional 21-inch alloy front wheel completes the Pitbull's timeless bar-hopper look. The beautifully polished, hydraulic front end is kicked out to 38 degrees, and features billet aluminum clamps and lower legs that only add to the bike's visual appeal.

Nestled between the chubby frame tubes is a 107-cubic-inch motor by TP Engineering that's specially assembled for Big Dog. TP motors have a solid rep and a great track record in general, and the 107 has proved itself as one of the smoothest aftermarket engines around. In order to take full advantage of the motor's performance, Big Dog chose a 5-speed, close-ratio transmission that features machined lead-in ramps that make for quick and positive shifts and reduce wear on drive dogs as well.

Further attention was given to the transmission with the use of aircraft-grade, high-nickel alloys and steels.

Keeping up with the brand's philosophy of using quality driveline components, the Pitbull features a clutch that provides a 90% increase in friction surface compared to what's offered by other manufacturers. This translates into better torque transfer to the transmission, without slipping or grabbing.

While most manufacturers run dry primaries, Big Dog uses lubricated inner primaries on their motorcycles, claiming that they offer superior durability and lower heat buildup.

We hooked up with the Big Dog road crew at a motorcycle event last summer and got a chance to take the Pitbull out for a test ride.

Our "cool meter" redlined the second we saw the Pitbull. A stout, hardtail frame with an aggressive posture, a glistening







engine, a pair of stretched gas tanks, pull-back handlebars and a massive rear tire under a contoured fender is all you need to make your mark on the boulevard, and this nasty dog has it all, and then some.

A twist of the ignition key, a push on the starter button and the 107-cubic-inch motor barks to life through a set of wide-mouthed, 2-into-1 chromed exhaust pipes. We point the front end toward the horizon and off we go into the sunset, thundering past thousands of customized bikes that instantly got downgraded to the status of mere traffic.

If you want to live life while you're alive, you will appreciate this sort of motorcycle. It doesn't get much better than this. Big Dog really picked the right engine for the job. The TP 107 is a very strong and responsive powerhouse that's sized just right for this bike. It breathes, it lives, and will kick your ass every time you wring that



throttle. As an added bonus, TP's careful matching of engine parts and serious attention to detail when it comes to the balance and assembly, results in a V-twin that vibrates noticeably less than the majority of its counterparts.

If the engine is relatively smooth, the transmission is what really impressed us with its clean and positive shifter feel. Changing gears and finding neutral is a breeze and invites you to experience the joys of power-shifting with total abandon, just as you would do it on a sports bike.

The bike uses a single 11.5-inch rotor and 4-piston caliper up front and the rear sports a similar setup. We didn't have enough time to test the brakes under extreme conditions, but they seemed to do their job just fine under regular riding conditions.

In the handling department, the Pitbull behaves like most rigids on the road. The ride is firm, but not as punishing as you would expect it, and the fat rear tire provides a nice buffer from most of the road irregularities. As long as you steer clear of potholes and always keep your tongue inside your mouth you're good to go.

If the Pitbull is an ideal hot rod to cruise city streets and play catch between stoplights, we found that it still holds its ground on the open road and is actually loads of fun in the twisties. If you enjoy looking at rigids but have been brainwashed with negative comments about them, take the Pitbull for a spin—this snappy little scooter may be one of the best ambassadors to the hardtail cause.

—Lafayette



**Owner:** .....could be you  
**General**  
 Fabrication:..Big Dog Motorcycles  
 Year and make: .....2001 Big Dog  
 Model: .....Pitbull  
 Assembly:.....Big Dog Motorcycles  
 Time: ..faster than you could do it  
**Engine**  
 Year:.....2001  
 Builder: .....TP Engineering  
 Ignition:.....electronic  
 Displacement: ....107 cubic inches  
 Carb:.....S&S Super G  
 Pipes: .....2-into-1

**Transmission**  
 Year:.....2001  
**Painting**  
 Painter:.....Big Dog Motorcycles  
 Color:.....white/orange  
 Special paint:..you pick your paint  
**Frame**  
 Year:.....2001 Daytec  
 Type:.....rigid  
 Rake:.....38 degrees  
 Stretch:.....2 inches  
 Shocks: .....nope  
**Accessories**  
 Handlebars:fat pullback drag bars

Risers:.....built in  
 Fenders: ..shorty rear steel fender  
 Headlight: .....bullet style  
 Taillight: .....dual, combined with  
 turn signal  
 Speedo:.....Big Dog  
 Pegs/Foot controls: .....billet  
 Gas tank: .....stretched 2-piece  
 Oil tank: .....painted  
 Seat: .....solo  
 Grips: .....they are there, too  
 Oil system:.....TP Engineering  
**Front end**  
 Type: .....hydraulic

Details: ....polished billet trees and  
 lower legs  
**Wheels Front:**  
 Make: .....Big Dog  
 Size: .....21 x 2.25  
 Brake: .....4-piston, 1 1/5-inch  
 drilled rotor  
**Wheels Rear:**  
 Make: .....Big Dog  
 Size: .....18 x 2.25  
 Brake: .....4-piston,  
 1 1/5-inch  
 drilled rotor  
**Photos:** .....Jan Hagglund





*"If you're not 'happy' in the kitchen,  
how 'bout goin' out to the garage and workin' on my bike?"*



# ADVERTISER'S INDEX

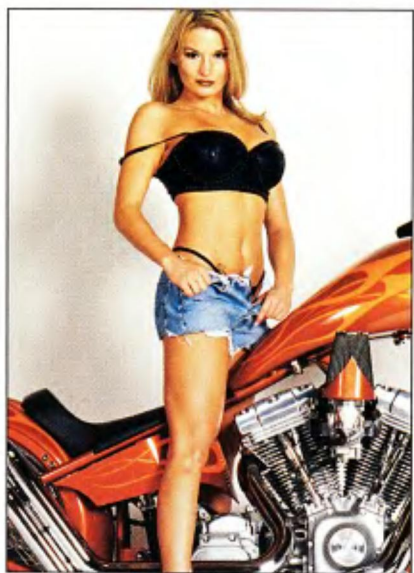
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# Coming At Ya

The mad as a hatter May 2002 issue of *Easyriders* (No. 347) serves up one of the sexiest features of the year: We spring into spring with our pick of America's Hottest Exotic Dancers! Wrap you eyeballs around the sweetest boobs and buns you ever did see in this sexsational celebration of sultry strippers. We'll also take you to our season-opener Bike Show in Pomona, California, and bring you a Guide to the amazing Myrtle Beach Rally.

Our custom bike gallery offers everything from bold choppers, to radical street fighters. We'll also take a look inside master builder Carl Brouhard's dazzling design shop and ride out to Las Vegas for a Sin City Bike Fest. All this plus our 32-page Spring/Summer Roadware catalog to get you ready.

On sale April 2!



This is Debby from the Boogie and a shovel that Road Hawks built. The righteous April issue of *Biker* is guaranteed to contain your fix of bikes and tits, as well as our other crazy shit that you have to put up with.

On sale now!

The outrageous April 2002 issue of *VTwin* (No. 12) brings you no less than 11 custom creations and a bunch of hot buttered babes for your rabid review. We'll give you ladies a revealing article called "How to Pick Up a Biker" so you can win the man of your dreams. There's also our coverage of the farout Four Corners Run, the Big Lake Ride, and a great Guide to Bike Security. You'll also get up close and personal with the master of master bike builders, Mr. Arlen Ness, meet Rick Rolson of Xtreme Machine, and check out a ravishing drag racer who looks damned good in her fire suit. We're talkin' about our Drag Queen, Kristin. The April issue of *VTwin* is more underrated fun than being slapped in the face by a set of 40-DDs. Honest.

On sale March 12!



March's issue of *In The Wind* (No. 108) gets all over the 2001 Sturgis Rally & Races with full-boat coverage. And, an additional full-color, 32-page outsert covers the *Easyriders* Rodeo season. What more could you want?

On sale now!



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# BUYER'S GUIDE 2002

The Buyer's Guide you are now holding in your soiled mitts is so chock-full of hot new goodies and info that we invite you to sit down and take a deep breath before delving into it's percolating pages. Yes, it's that intense. If you don't find the aftermarket part you need in here, you probably don't need it. In fact, you can almost build the scooter of your dreams from the wonders found within.

So, don't let us hold you up any longer. We know you're chomping at the bit to open these pages and browse through this wide-open landscape of parts and accessories for your ride. Sure, we've busted our asses to compile, sift through, organize, and finally arrange the following items in a somewhat orderly, semi-legible manner for you, the discerning connoisseur. We've burned the midnight oil for many a moon to bring this wealth of information to you in a timely fashion so that you are up to date on what's new and what's cool.

But please, don't let that stop you from breezing right through, or possibly even ignoring these few heartfelt words from us, your servants. We will find our thanks elsewhere, through other means. So you go right ahead and skip this drivel. Go check out what new, fancy gadgets you can get for your baby: from air cleaners and cams, all the way to motors and transmissions, we've got it here for you. —Tripper



## Air Cleaners



### J&P Twin Velocity

Whether you have a stock 80-cubic-inch Evo or a big-inch Twin Cam, you'll maximize performance by adding the new Twin Velocity air cleaner available from J&P Cycles.

The key is a concept referred to as "laminar flow." The Twin Velocity air cleaner is available for Evolution and Twin Cam big twins with stock or Mikuni HSR42 carbs and 1988 and up Evo Sportsters with stock or HSR42 carbs. It is also available for S&S E or G carbs.

Contact J&P Cycles, 13225 Circle Drive, P.O. Box 138, Dept. ER, Anamosa, IA 52205. Phone 800-397-4844; Web site: [www.jpccycles.com](http://www.jpccycles.com)

**check #001 for info**

## Air Cleaners



### F. KODLIN Halebob

Designed by F. Kodlin, the Halebob air cleaner assembly, available from J&P Cycle, is a uniquely designed unit featuring the brand new Halebob shape to fit Keihin CV carbs. These air cleaners are CNC-machined from billet aluminum and then chrome plated for the best appearance possible. Each Halebob air cleaner comes complete with a filter element and all necessary hardware needed to mount it to your OE carb.

For this and other F. Kodlin product info contact J&P Cycles, 13225 Circle Drive, Dept. ER, P.O. Box 138, Anamosa, IA 52205, or visit their Web site at [www.jpccycles.com](http://www.jpccycles.com).

**check #002 for info**

## Air Cleaners



### WIMMER Velocity Stack

The Wimmer velocity stack, support bracket, and breathers are machined entirely from a single chunk of billet aluminum.

Models with head breathers feature an innovative design that makes the breathers an integral part of the assembly, instead of appearing as an afterthought. All aluminum parts are precision machined, polished smooth, and show-chrome plated. The kit comes complete with all necessary mounting hardware.

For more info see the J&P Cycles catalog or contact J&P Cycles, 13225 Circle Drive, P.O. Box 138, Dept. ER, Anamosa, IA 52205. Phone 800-397-4844; Web: [www.jpccycles.com](http://www.jpccycles.com).

**check #003 for info**

## Air Cleaners



### OMP "Drop"

OMP's new Drop air cleaner for 1990-1999 Sportster and Evo big twin models is sure to turn heads anywhere you park your bike. Looking like something visiting us from the not so distant future, this newly styled air cleaner comes with an air cleaner element, an extension for the choke and all the hardware for installation on Evo and Sportster engines equipped with either OEM carbs or those from S&S, model E or G carbs.

For more info contact J&P Cycles, 13225 Circle Drive, Dept. ER, P.O. Box 138, Anamosa, IA 52205, or visit their Web site at [www.jpccycles.com](http://www.jpccycles.com).

**check #004 for info**

## Air Cleaners



### CYRIL HUZE Dreamliner

After traveling through the U.S. and Europe to display custom bikes, Cyril Huze was able to receive lots of input on different tastes and styles. The result is the Dreamliner air cleaner, featuring European styling, but made right here in the good-old USA.

This air cleaner gives you more creativity, more attention to details, more elegance, and more for your money! Cyril Huze's Dreamliner product line is now available from J&P Cycles. For more info, contact J&P Cycles, 13225 Circle Drive, Dept. ER, P.O. Box 138, Anamosa, IA 52205. Or simply surf over to [www.jpccycles.com](http://www.jpccycles.com).

**check #005 for info**

## Air Cleaners



### CHROME SPECIALTIES Forcewinder

The Forcewinder features a high-efficiency, washable K&N air filter element with a chrome end cap. The Forcewinder kit includes the air filter, a fine mesh sock for wet weather use, and a polished elbow with a bolt pattern designed for Keihin CV carbs and can be mounted horizontally on all bikes or vertically on bikes equipped with 3.5-gallon fatbobs or smaller tanks. Bikes equipped with head breathers will need a breather kit and support bracket, which can be purchased separately from Chrome Specialties.

For a local dealer call Chrome Specialties Inc., at (800) 811-8904 or check out their Web site at [www.jammerclub.com](http://www.jammerclub.com).

**check #006 for info**

## Air Cleaners



### NYC CUSTOMS Stack/Air Cleaner

NYC Customs has a hot, new look for V-twins equipped with S&S E or G carburetors. CNC machined from solid billet aluminum, the NYC Customs air cleaners combine the improved flow of a velocity stack with the familiar teardrop shape S&S has made famous. These visually striking units are available smooth, flined or with a 3-D flaming-cross design. Billet aluminum mounting brackets are also available with or without built-in head breathers.

For a nearby dealer location you can call Chrome Specialties Inc. at 800-811-8904 or check out their Web site at [www.jammerclub.com](http://www.jammerclub.com).

**check #007 for info**

## Air Cleaners



### WCC Ace of Spades

Direct from Long Beach comes West Coast Chopper's "Ace of Spades" air cleaner that packs plenty of "style with attitude." Machined from solid 6061 billet aluminum, this beauty features a built-in velocity stack and a non-restrictive air filter element and screen. The housing is polished to a mirror finish and includes a polished breather and mounting bracket.

Both the "Ace of Spades" and the "Iron Cross" filters are available from your local Chrome Specialties dealer. To find yourself a local dealer, you can call Chrome Specialties Inc., at 800-811-8904 or check out their Web site, [www.westcoastchoppers.com](http://www.westcoastchoppers.com).

**check #008 for info**

## Air Cleaners



### MILWAUKEE IRON "Siren" Air Cleaner

If you're looking for a modern air cleaner with plenty of retro attitude, look no further. Milwaukee Iron has designed the die cast, chrome-plated "Siren" air cleaner to have a '30s art deco look that's hard to resist. The Siren fits most stock carbs from '88 to present, as well as S&S E and G carbs and all RevTech big twin and Sportster carbs. Kits come complete with mounting hardware and instructions.

See your local Custom Chrome dealer for more info. For locations contact Custom Chrome Inc. at 800-729-3332, or on the Web at [www.customchrome.com](http://www.customchrome.com).

**check #009 for info**



## Air Cleaners



### K&N Chrome Billet Air Cleaners

For performance-minded riders, K&N has developed a line of air cleaners that incorporate their legendary air flow and dirt trapping capabilities with a high-tech billet look. These new filters are available in either round or teardrop styles, with smooth, grooved or flamed covers. These filters will fit OE Kelhin CV carbs on '93 to present Evo big twins or '91 to present Sportsters.

See your local Custom Chrome dealer for more info. For locations contact Custom Chrome Inc. at 800-729-3332, or on the Web at [www.customchrome.com](http://www.customchrome.com).

check #010 for info

## Air Cleaners



### NESS-TECH Air Cleaners for S&S

Custom Chrome is proud to carry Ness-Tech air cleaners for your S&S-equipped Harley. These stylish air cleaners are carved from solid blocks of aluminum and then chrome plated for maximum shine. Each cleaner weighs about two pounds, have built-in venturis and will work with the backing plates found on all S&S E and G carbs.

For more info or to locate the nearest dealer, contact Custom Chrome Inc. at 800-729-3332 or visit their Web site at [www.customchrome.com](http://www.customchrome.com).

check #011 for info

## Brakes



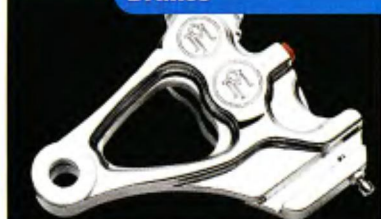
### PERFORMANCE MACHINE Direct Bolt-On Caliper Line

PM is proud to offer this powerful series of brake systems. The direct bolt-on line now consists of a 4- and 6-piston, direct bolt-on calipers for 11.5-inch discs, and the newest addition, a 6-piston for 13-inch discs. These calipers feature differential bore sizes, which compensate for uneven pad wear by applying differential forces at the leading and trailing edge of the pads. The direct bolt-on calipers are available in standard, polish, black anodized and chrome finishes.

For more info write or call Performance Machine Inc., 6892 Marlin Circle, La Palma, CA 90623. Phone 714-523-3000; Web site [www.performancemachine.com](http://www.performancemachine.com).

check #012 for info

## Brakes



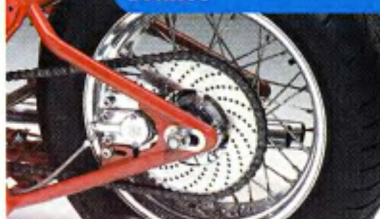
### PERFORMANCE MACHINE Integrated Rear Caliper

PM has created the ultimate rear brake for the H-D Softail. This race-proven caliper has four differential bore-size pistons wrapped in a unique forged aluminum integrated caliper/bracket creating the most powerful and consistent brake to ever grace the rear of your bike. New bleeder position also makes brake bleeding a snap. Available for 1987 to 2001 Softails, in polished, chrome or black anodized.

For more information, call or write Performance Machine Inc., 6892 Marlin Circle, La Palma, CA 90623. Phone 714-523-3000; [www.performancemachine.com](http://www.performancemachine.com).

check #013 for info

## Brakes



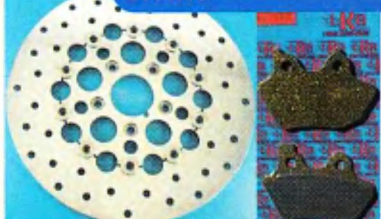
### TOLLE Rear Sprocket/Rotor and Caliper

Direct from Tolle in Sweden is this 48-tooth sprocket and brake rotor that combines both drive and stopping functions to keep the right side of your rear wheel from looking too cluttered. Born from Tolle's background in aerospace technology, function combines with form to provide serious stopping power and good looks. The caliper mounting tabs must be welded in place and the rotor is available in drilled or slotted configurations.

Tolle products are available by contacting Doug or Ulf at DM Customs/Choppers by Choice at 2659 Junipero, Long Beach, CA 90806. Phone 562-595-9010, or Web site [www.tolle.se](http://www.tolle.se)

check #014 for info

## Brakes



### LYNDALL RACING Brake Rotors and Pads

Lyndall Racing Brakes LLC, is pleased to introduce their new line of full-floating rotors for Harley-Davidson and Indian Motorcycles.

Both the rotor and the carrier are constructed of heat-treated 420 stainless steel for a beautiful finish and maximum strength. They are Blanchard ground to assure flatness and trueness. Lyndall Racing Brake products are available directly from your local dealer or contact them at Lyndall Racing Brakes, P.O. Box 5087, Dept. ER, San Marcos, CA 92069. Phone 760-727-9490.

check #015 for info

## Brakes



### CUSTOM CHROME Calipers

Whether it's the flashy good looks and performance of CCI's RevTech calipers or the extreme stopping power of the Billet 6 performance caliper, you can find it by checking with the folks at Custom Chrome. They'll cover you with breaking power, whatever your ride may be, from a little Sporty to a full-grown Ultra Classic. All you have to do is step on it, or browse through their huge catalog.

For more info or to locate the nearest dealer, contact Custom Chrome Inc. at 800-729-3332 or visit their Web site at [www.customchrome.com](http://www.customchrome.com).

check #016 for info

## Brakes



### MID-USA Hardbody Front Brake Calipers

Sure the OEM front brake calipers on your bike will stop you, but when it comes time for a panic stop, good brakes are a must. Not only do the Hardbody front brake calipers work extremely well, they are lightweight and look great too. These dual-piston, solid mount calipers are CNC-machined from 6061-T6 aluminum billet for maximum strength. They include brake pads, alignment shims and installation instructions. Fits all single- or dual-disc big twin and Sportster models '84 through '99 with 11.5-inch O.D. brake discs (except Springer models).

For more information contact MID-USA at 800-632-0024 or check out their Web site at [www.mid-usa.com](http://www.mid-usa.com).

check #017 for info

## Brakes



### BDL Hand and Foot Master Cylinders

Jim Dalton has done it again for BDL by designing what we believe to be by far the most streamlined forward controls and handlebar controls to take customizing to the ultimate level. The unique design and features make our controls a must for any stock or custom application. We manufacture our controls with the utmost care for quality and fit. We offer them in both polish and chrome finish.

For more info contact Belt Drives LTD., 1959 N. Main St., Dept. ER, Orange CA 92665. Phone 714-685-3333; e-mail [info@beltdrives.com](mailto:info@beltdrives.com); Web site [www.beltdrives.com](http://www.beltdrives.com).

check #018 for info



## Brakes



### CHROME HORSE 4-piston Rear Calipers

The Chrome Horse 4-piston calipers were designed with a contoured and beveled design and have stainless steel fasteners for a clean, custom look. CNC machined from 6061-T6 aluminum and assembled with stainless steel pistons and semi-metallic brake pads for superior performance. Also available are fully polished brackets for many applications, which are double beveled and have a step-down contour for solid styling.

Available exclusively through Midwest Motorcycle Supply. Call for a dealer near you at 636-296-2200 or e-mail them at [midwest@midwest-mc.com](mailto:midwest@midwest-mc.com).

check #019 for info

## Cams



### ANDREWS PRODUCTS Cams

Starting in the early-'70s and continuing through the present, Andrews Products has used the latest technology and state-of-the-art equipment to design and manufacture camshafts. They offer a complete line of cams to fit most Harley-Davidson engines including the new Twin Cam. They are all made from the highest quality material and precision ground to the most exacting tolerances in the industry.

For more information call or write for their free 36-page catalog. Andrews Products Inc., 5212 Shapland, Rosemont, IL 60018. Phone 773-992-4014, fax 773-992-4017.

check #020 for info

## Cams



### CRANE Cams

These bad boys are computer designed and are tested in racing and street applications, using "real world" bikes. This insures that each cam is capable of producing maximum torque, horsepower and rpm for its application.

Crane Cams' products offer maximum power with absolute reliability for any Harley-Davidson enthusiast.

But don't take our word for it! Drop the remote control, get on the horn, or spank your computer mouse to find out more about Crane. Crane Cams, 530 Fentress Blvd., Daytona Beach, FL 32114. Phone 904-252-1151, fax: 904-258-6167. Web site: [www.cranecams.com](http://www.cranecams.com)

check #021 for info

## Cams



### SIFTON Cams

While developing his camshafts, Tom Sifton came up with the idea of using double-valve springs. Tom also reasoned that since pushrods have to go up and down and accelerate so fast, the lighter they were, the better. This is how he designed and developed stiff, hollow, high-strength aluminum pushrods.

By putting his technical innovations together in 1926, Tom built an engine that was better than any factory-built motor at the time. Sifton is still going strong.

SIFTON Motorcycle Products, 943 Bransten Road, San Carlos, CA 94070. Phone 650-592-2203, fax 650-592-2810. Toll Free 800-227-1962. E-mail: [Sifton@ix.netcom.com](mailto:Sifton@ix.netcom.com)

check #022 for info

## Cams



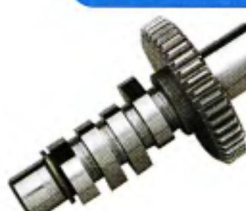
### V-THUNDER Cams

V-Thunder camshafts are the ultimate in power on the street or in competition, and that's all you need to know. Each V-Thunder camshaft profile is backed by hundreds of hours of bike and dyno testing. These cams provide added punch at all levels of performance for many Harley-Davidson applications. They are made of SAE 6150 bearing-quality steel and induction-hardened for optimum surface longevity.

Get in touch with your distributor, or contact V-Thunder, a division of Competition Cams Inc., 3406 Democrat Rd., Memphis, TN 38118. Phone (800)-967-1066, fax: 901-366-1807. Web site: [www.compccams.com](http://www.compccams.com)

check #023 for info

## Cams



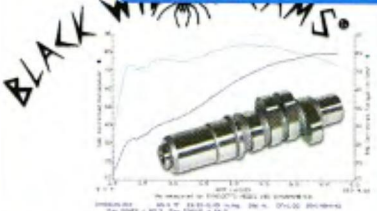
### REVTECH Cams

RevTech cams for big twins were developed alongside a wide range of performance products available from Custom Chrome. These fixed-gear cams feature unique "dual pattern" exhaust and intake lobe design that permits the tailoring of each lobe to the specific needs of the intake and exhaust tracts and is certified to be accurately degreed, insuring proper centerline, lift, and duration.

To find a distributor near you, call 800-729-3332. You can also order your own catalog, or check the official Custom Chrome Web site at: [www.customchrome.com](http://www.customchrome.com)

check #024 for info

## Cams



### BLACK WIDOW Cams

Black Widow Cams says it loud and proud: Custom Machined For Your Needs!

Black Widow Cams have turned cam grinding into an art form. They will take care of your cam needs on all American motorcycle applications from 1931 to present, including of course the new H-D Twin Cam 88.

Black Widow can be contacted at Box 1461 Sisters, OR 97759. Phone/ fax: 800-308-3211. Also check out their creepy crawly Black Widow Web site at: [www.sharplink.com/bwcams/index.html](http://www.sharplink.com/bwcams/index.html)

check #025 for info

## Cams



### CARL'S SPEED SHOP Cams

Carl's Speed Shop offers dyno-tested "Road & Track" performance camshafts for Twin Cams, EVO big twins, and Sportsters. Specially developed for spirited street performance, they produce power gains and torque over the entire rpm range, while maintaining long-term valve train reliability. The people at Carl's will help you make the right choice when it comes to picking a potent camshaft for your pavement scorchers.

Carl's Speed Shop, 390 North Beach Street, Daytona Beach, FL 32114. Phone 904-258-3000, fax: 904-258-1400. Web site: [www.carlsspeedshop.com](http://www.carlsspeedshop.com)

check #026 for info

## Carburetors



### CARL'S SPEED SHOP Carburetor

Carl's Speed Shop's striking Typhoon carburetor is cut out of billet aluminum, and aside from its killer looks, the Typhoon is also a serious contender in the field of performance carbs. All Typhoon carburetors start life as a solid block of 6061-T6 aluminum that's CNC machined into a constant velocity 50.8mm slide carburetor.

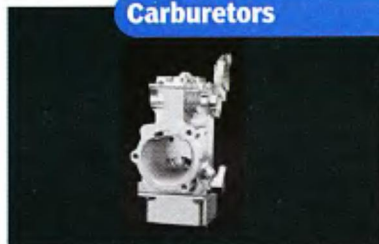
Typhoon carburetor kits come complete with manifold, Barnett throttle cables, and billet air cleaner with a K&N air filter. All parts are polished to a brilliant finish.

Carl's Speed Shop 390 North Beach Street Daytona Beach, FL 32114. 904-258-3777.

check #027 for info



## Carburetors



### ATOMIZED FUEL TECHNOLOGIES

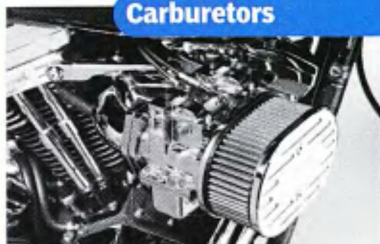
#### Carburetor

Atomized Fuel Technologies Inc. introduces their new Billet Performance Carburetors for Harley-Davidsons. These carbs offer the best of both worlds, performance and looks. Get this, the carburetors are CNC machined from 6061 aluminum, and their patented design features offer more horsepower and fuel economy. Applications for this handsome piece of equipment include Sportster, Evolution and Twin Cam models. If you've got to have one of these on yer scooter, call them for pricing and availability.

Atomized Fuel Technologies, 13465 Normaket Rd., Apple Valley, CA 92308. 760-240-5903

**check #028 for info**

## Carburetors



### EDELBROCK

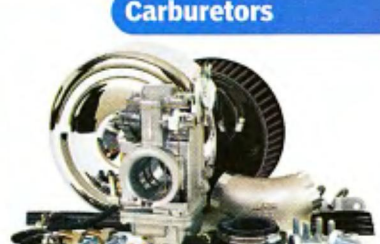
#### Carburetor

Edelbrock's QwikSilver dual-carb kit allows your bike to look as trick as it is fast. These kits deliver unbelievable seat-of-the-pants acceleration with outstanding top-end power. It's designed for 1984 and later Evo big twins (except Ultras) and 1999 and later Twin Cam models. The complete setup consists of a pair of chromed carbs, stainless or black throttle cables, two chrome billet air cleaners and chrome intake manifold.

So all of you short-legged throttle twisting sickos call Edelbrock right now, and order a QwikSilver dual-carb kit. Edelbrock, 2700 California Street, Torrance, CA 90503. Phone 310-781-2222; [www.edelbrock.com](http://www.edelbrock.com)

**check #029 for info**

## Carburetors



### MIKUNI

#### Carburetor

The HSR42/45 carburetor will climb thousands of feet without becoming overly rich. The Mikuni HSR42/45 is a mount-and-forget installation.

Virtually all professional Grand National racers use Mikuni carburetors. The same throttle response that gets racers out of fast corners gives the HSR42/45 the hole shot on the street.

HSR42/45 kits are available for Harleys, from shovelheads through all the Evos to the Twin Cam 88. The kits vary from easy kits for stock bike conversion to all-out racing kits for custom installations. Contact Mikuni American Corporation, 8910 Mikuni Ave., Northridge, CA 91324; [www.mikuni.com](http://www.mikuni.com)

**check #030 for info**

## Carburetors



### RIVERA ENGINEERING

#### Carburetor

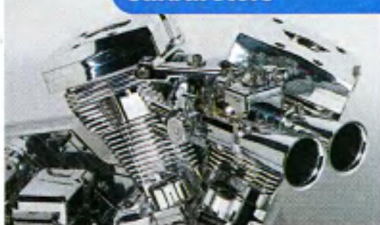
Check out this new dual-Mikuni carb kit featuring (you guessed it) not one, but two 42mm Mikuni smoothbore carbs. Rivera's high-flow "ram-effect" intake manifold, velocity stacks, throttle cables, hardware, and mounting instructions.

This trickier-than-trick kit provides astounding bottom-end and mid-range performance. Bolt 'em on and hang on! The Rivera Dual Mikuni kit is ideally suited for 80- to 120-cubic-inch motors, but remember, Rivera won't pay for your speeding tickets.

Rivera Engineering, 12532 Lambert Road, Whittier, CA 90606. Phone 562-907-2600; [www.riveraengineering.com](http://www.riveraengineering.com)

**check #031 for info**

## Carburetors



### TERRY COMPONENTS

#### Carburetor

Terry Components is the only manufacturer of Weber carburetor kits for the Harley-Davidson engine package. Their secret comes from the manifold design, which is a true individual runner intake system.

A Weber "downdraft" carburetor is also available for the chopper builders. This system is available with a 44mm carburetor. This system includes all of the linkage, manifolds, carburetor, brackets and installation instructions.

Terry Components, 1111 Rancho Conejo Blvd. Unit 206, Newbury Park, CA 91320. 805-376-2700; Web site [www.terrycomponents.com](http://www.terrycomponents.com)

**check #032 for info**

## Carburetors



### S&S

#### Carburetor

The "Shorty" Super E and Super G carburetors are S&S's best selling models. The 1 7/8-inch Super E is ideal for most stock to moderate displacement street engines. The 2 1/16-inch Super G is generally reserved for engines of 96-cubic inches or more, but works well on many smaller engines modified for increased high-rpm power curves.

The E and G are available for knuckleheads, pans, shovels, Evos, Sportsters and, of course, Twin Cams. Big twins are now compatible with 1990-up stock cables as well as '81-'90 cables.

S&S Cycle, 14025 County Hwy. G, Viola, WI 54664. Phone 608-627-1497; [www.sscycle.com](http://www.sscycle.com)

**check #033 for info**

## Fenders



### CORBIN

#### Fenders

Corbin offers two distinctive models of front fender for the Softail FL front end. Their Lite fender provides a smooth profile with the addition of a halogen lamp for added safety and a unique look. This rad design fits only 2000-2001 models. The other fender offers a similar design, for those of you who'd rather skip the light thingy. That one fits 1984-1999 models). Of course, similar models are available for Sportster, FXR and Dyna Glides.

Corbin also has a swoopy rear fender to fit 1984-1999 Softails. Corbin, 2360 Technology Pkwy, Hollister, CA 95023. Phone 800-538-7035; [www.corbin.com](http://www.corbin.com)

**check #034 for info**

## Fenders



### CHROME SPECIALTIES

#### Fenders

These Jammer Hugger front fenders for Wide Glides are made of fiberglass, and are designed to fit 1949-1999 FL, FXWG and Softail models.

Next, the Jammer Shortie rear fenders for Softails includes a steel fender kit that will give your bike a unique custom look. Removal of 5 inches from the original struts is required, but two decorative end caps are supplied to finish them off. The kit is available with or without taillight mounting perch and fits 1986-1999 Softail models.

These fenders and many fine products are available through your local Chrome Specialties dealer.

**check #035 for info**

## Fenders



### MILWAUKEE IRON

#### Fenders

Metal fabricator extraordinaire Randy Simpson is famous for building award-winning custom machines. His creations are always original and so are the many fender styles you can get from Milwaukee Iron.

Milwaukee Iron custom fenders are available through many large dealers such as Chrome Specialties, Custom Chrome, or J&P Cycles.

Of course, you can also contact Milwaukee Iron directly at 3000 Lennox Street, Lynchburg, VA 24501. Phone 804-845-7688.

**check #036 for info**



## Fenders



### DAYTEC Fenders

These sexy Daytec fenders are made from 18-gauge steel, and are available for both the Daytec Softail and rubbermount chassis in 8.5-inch and 9-inch versions. You can order yours drilled or undrilled, so as to better fit your needs. Daytec also offers some new stainless steel fenders in 8.5-inch and 9-inch configurations.

You can contact the folks at Daytec at 17469 Lemon St. Hesperia, CA. 92345-5111, or call them at 760-244-1591, fax 760-244-6373.

check #037 for info

## Fenders



### ARLEN NESS Fenders

Arlen Ness' "Real" steel front fenders are the most sought after styles for custom bikes. They're available in both wide (6.25-inch), and narrow (4.75-inch) models, and are fabricated in the USA from 16-gauge steel. All fenders will be shipped to you unpainted and undrilled. The same superior craftsmanship was also applied toward the fabrication of the Arlen Ness "Real" steel rear fenders. These rear fenders perfectly match the steel front fenders, and are available in 7.25-inch and 9.00-inch widths. More info can be had by contacting Arlen Ness, 16520 East 11th Street, San Leandro, CA 94578. Phone 888 811-7194; www.arlenness.com

check #038 for info

## Fenders



### PAUGHCO Fenders

Shown here are three of Paughco's traditional fenders that custom builders have been using over the past four decades. The 5- x 42-inch flat chopper fender retails for an amazing \$19 and is available in 6-inch and 7-inch widths as well. Paughco's extended front fender, with bracket, measures 3 x 33 inches and is designed for Wide Glide/21-inch wheel applications. Full rear coverage is provided by the skirted fender, which measures 9 x 35 inches.

For full details on the complete line of traditional chopper and custom replacement fenders from Paughco, call them at 775-246-5738. Catch them on the Web at www.paughco.com

check #039 for info

## Fenders



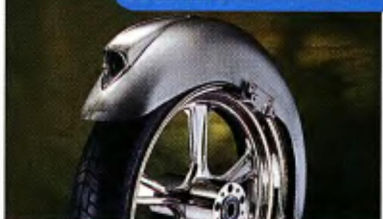
### SUMAX Fenders

Sumax has developed composite fenders that are three times stronger and half the weight of traditional fiberglass. Sumax fenders come already primer coated with a flexible gray primer finish, and ready for paint. The rear fenders are available in 7.25-inch, 8.25-inch 9-inch and 10.5-inch widths. Sumax even offers a variety of styles with a frenched in light/license plate area. All their rear fenders come with glassed in convoluted tubing to run your wiring safe and easy. Sumax offers several styles of front fenders for Wide and Narrow Glide front ends.

Sumax, 122 Clear Road, Oriskany, NY 13424. Phone 800-654-5546, fax 315-768-1046 www.sumax.com

check #040 for info

## Fenders



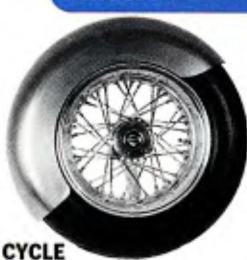
### WEST COAST CHOPPERS Fenders

There are plenty of badass custom fender designs to choose from at West Coast Choppers, because Mr. Jesse James likes variety. You've seen these bitchin' fenders on all kinds of bikes in the last handful of years, so they need no introduction, which makes this writer's life that much easier. We hear that they're priced right, too. But don't take our word for it and check them out for yourself on the Biker's Choice or Custom Chrome catalog.

West Coast Choppers, 718 West Anaheim St., Long Beach, CA 90813. Phone (562) 983-6666; check out the Web site: www.westcoastchoppers.com

check #041 for info

## Fenders



### EXILE CYCLE Fenders

Exile Cycles is proud to offer their range of Trojan fenders. Made from heavy 14-gauge steel, they are available in any width from 8-inch to 11.5-inch. Originally designed to fit the Avon 230 tire, they are also suitable for use with the new 240 and 250 tires. The fender pictured is a long Trojan, but short and medium Trojans are available with less fender side-wall. An 8-inch wide front Trojan is available for fat front wheel applications. All Trojan fenders sell for \$399.

For your color catalog send \$5 to: Exile Cycles, 9249 Glenoaks Blvd., Sun Valley, CA 91352. Or visit the Web site: www.exilecycles.com

check #042 for info

## Forks



### PERSE Fat Spherical Long Sleeve Forks

The latest fork style available from Englewood, Colorado-based, Perse Performance is the long-sleeve spherical design. This fork has a fat, new look while offering the same level of performance as all other Perse forks thanks to the use of Race Tech's gold valve emulators and springs. Precision machined from 6061 T6 aluminum, the trees and legs feature internal brake lines in the lower tree, and hidden axles.

Contact Perse Performance at (877) 631-3093, or check the Web site at: www.perseperformance.com. Perse forks are also available through Chrome Specialties. For a dealer near you call 800-811-8904. Web site: www.jammerclub.com.

check #043 for info

## Forks



### ROLLING THUNDER Springer

All of Rolling Thunder's new springer front ends feature 100% TIG welding that is polished and then filled with copper to make all of the welds virtually disappear. All components are CNC-machined from billet steel and hollowed out to reduce weight. Gas-charged shocks are hidden inside the springs to dampen travel for an exceptionally smooth ride. The trees can be smooth or ball-milled, while the lower tree has a built-in slot which acts as a fork stop when used in Rolling Thunder frames.

For more info, the folks at Rolling Thunder can be reached at 450-699-7045.

check #044 for info

## Forks



### STORZ/CERIANI "Fat Bottom" Inverted Fork

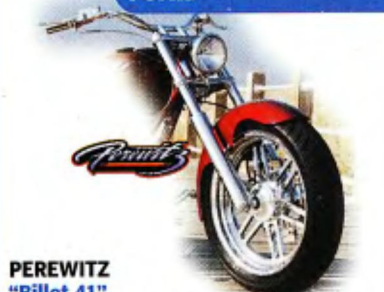
Storz Performance is offering the Ceriani "Fat Bottom", which is a wide-style fork that features 55mm inverted-styling and comes completely chrome plated. The Ceriani forks also feature precision cartridge damping and progressively wound springs made from chrome-silicon wire as well as several friction-reducing mods. These forks are available in single- or dual-disc and accept most direct bolt-on brake calipers made for H-Ds.

You can reach Storz Performance at 239 S. Olive Street, Dept. ER, Ventura, CA 93001. Phone 800-641-9540, fax (805) 641-3650; or visit www.storzperf.com

check #045 for info



## Forks



### PEREWITZ "Billet 41"

Dave Perewitz's new billet 41mm forks reflect his outstanding reputation for aggressive, contemporary styling and uncompromised quality. Featuring Perewitz's own billet aluminum triple trees with an integrated blind neck post, custom-machined lower legs and a mirror show-chromed finish, these forks are perfect for any show or go machine.

For details on this or any other cool item from the house of Perewitz, contact Dave Perewitz at 909 North Main Street, Dept. ER, Brockton, MA 02401. Phone at 508-586-2511, or on the Web at [www.perewitz.com](http://www.perewitz.com).

check #046 for info

## Forks



### PAUGHCO "Ultimate Springer"

The godfather of aftermarket springers, Ron Paugh has been manufacturing reproduction and custom springers for over three decades. Paughco springer assemblies are available in wide and narrow styles, in a variety of lengths, with or without shocks, and designed for use with dog bone risers or glide-style top clamp. Most recently they have introduced a model that incorporates their unique "floating fender" assembly.

Available finished in Paughco's durable show quality chrome or new gloss black finish, these classic front ends are priced right and available from Paughco dealers worldwide or by calling (-800)-423-2621. [www.paughco.com](http://www.paughco.com)

check #047 for info

## Forks



### EXILE CYCLES SJP Forks

The folks at Exile Cycles recently announced they have now taken over as the U.S. importer for the Dutch SJP product line. Complete front ends are available up to 28 inches over stock, with 0, 3, 6, or 8 degrees of rake in the trees. The massive Fat Glide 300 front end (on the right) is 2 inches wider than regular wide glide width. Triple tree kits are available for most stock bikes.

Exile Cycles sells directly to the public, or through their network of approved dealers. To find out how to receive your color catalog contact Exile Cycles at 9249 Glenoaks Blvd., Sun Valley, CA 91352. 818-768-7667, or check out [www.exilecycles.com](http://www.exilecycles.com).

check #048 for info

## Forks



### DONNIE SMITH Girder

If the look of the custom bikes of the '70s gets you all misty-eyed with nostalgia, Chrome Specialties will soon be able to send you back in time. Working closely with master builder Donnie Smith, Chrome Specialties is bringing back a much-improved version of one of the coolest chopper front ends ever - the girder. Using the latest technology to improve on this classic design, Donnie and Chrome Specialties have come up with a real winner. Featuring dual shocks to smooth out the ride, this new girder will function as good as it looks.

Available from Chrome Specialties. For a local dealer, contact Chrome Specialties at (800) 811-8904, or find them on the Web: [www.jammerclub.com](http://www.jammerclub.com).

check #049 for info

## Forks



### DENVER'S CHOPPERS Springer

If you're looking for the "real thing" in chopper front ends, Denver's has what you're looking for. Each fork is hand-built to order by Mondo at the Henderson, Nevada, shop. They're available in lengths from stock to 40 inches over, narrow or wide configuration. All forks more than 20 inches over are made from double-wall tubing for additional strength.

They can also be ordered powdercoated or chromed from Denver's Choppers, 1010 N. Stephanie, Ste. A1, Dept. ER, Henderson, NV 89014. Or call 702-450-0169. For more info on what Denver's Choppers has in store for you, check out their Web site: [www.denverschoppers.com](http://www.denverschoppers.com)

check #050 for info

## Forks



### SUN MYTH'S Chrome Billet Front End

Sun Myth's smooth front ends feature a patented clamp lock function to achieve the cleanest top tree and maximum smoothness in overall styling. They're also equipped with a concealed internal fork stop, and a massive fork tube cover. All visible parts are triple chrome plated. Parts are redesigned to fit FXST '84-'99, FXWG '85-'86 and FXDWG '93-'99 models. They're available for single or dual disc and come in standard two-over and two-under tube length.

Contact SunMyth at 2919 Canyonview, Katy, TX 77450, or simply phone them at 888-599-8186; [www.sunmyth.com](http://www.sunmyth.com)

check #051 for info

## Forward Controls



### ARLEN NESS Forward Controls

Here are the famous Ness-Tech forward controls. They are CNC machined from 6061-T6 billet aluminum, and chromed, for a show-quality finish. They were designed to fit all FXST Models from 1986 to 1999, utilizing OEM master cylinder. They can be installed on FLST models from 1987 to 1999 with the installation of an OEM master cylinder (42446-87A) and reservoir (41804-84A). The shifter controls feature space-age Teflon bushings for smooth operation.

Arlen Ness, 16520 East 14th Street, San Leandro, CA 94578. Phone 510-276-3395, fax: 510-276-3534; Web site: [www.arlenness.com](http://www.arlenness.com)

check #052 for info

## Forward Controls



### CYRIL HUZE Forward Controls

The full kit pictured here is made in Italy by OMP, and includes master cylinder, aluminum shifter rod and kickstand for 2-inch lowered bikes. The pegs are protected by a rubber insert, and no matter how you slice it, you have to admit that these controls are a real piece of art.

They're designed to fit your solid mount or rubbermount bike, and matching passenger pegs are also available in polished or chromed finishes.

Call Cyril Huze at 561-988-0056 or check out his Web site, [www.cyrilhuze.com](http://www.cyrilhuze.com)

check #053 for info

## Forward Controls



### EUROCOMPONENTS Forward Controls

These sleek billet forward controls are available for Softail Evo, Softail Twin Cam (with stand included), Dyna, FXR and Sportster 5-speed. Most versions are available with or without rear brake master cylinder. Available in chromed, polished or black anodized finish.

Prices change depending on model and finish; starting as low as \$505.30

Eurocomponents Inc., 1 Festiva at Lions Paw, Daytona Beach, FL 32124. Phone 904-274-5729. Web site: [www.eurocomponentsusa.com](http://www.eurocomponentsusa.com)

check #054 for info



## Forward Controls



### JAYBRAKE Forward Controls

JayBrake's classic forward controls have been a favorite with custom bike builders since the early-'80s.

They feature micro-finished cylinder bores, bearing-guided levers, stainless steel hardware, and show-quality polish and chrome finishes. They are available in both solid and slotted version, for many Harley-Davidson applications, as well as for the Victory Sport Cruiser. A new radial version of these controls is also available, featuring rounded edges, for a more modern and "organic" look and feel.

JayBrake Enterprises, 4011 Creek Rd., Youngstown, NY 14174. Phone 716-754-9092.

**check #055 for info**

## Forward Controls



### EXILE CYCLE Forward Controls

Exile Cycles put a great deal of thought into designing these super-clean forward controls so that their lines complement the curve of the primary and the angles of the frame tubes. They fit stock Softails as well as any custom frame and they are available in a couple of options.

These controls are machined from billet aluminum and feature stainless steel hardware throughout. They come show-polished, but are also available in a super-sexy black anodized finish.

For your catalog send \$5 to: Exile Cycles, 9249 Glenoaks Blvd., Sun Valley, CA 91352. Or visit [www.exilecycles.com](http://www.exilecycles.com).

**check #056 for info**

## Forward Controls



### PERFORMANCE MACHINE Forward Controls

A new world order has brought upon us PM Contour forward controls. Simple blocks of billet aluminum have been machined into impossibly smooth and graceful arms that ride on Teflon bearings. PM Contour forward controls are designed to work with OEM and aftermarket rear brake systems. Matched pegs and pedals contain rubber inserts and the entire assembly can be had in polished aluminum, chrome or black anodized finish. The Contour revolution is available for your '84-'01 Softail, Dyna and FXR.

Performance Machine Inc., 6892 Marlin Circle, La Palma, CA 90623. Phone (714) 523-3000; [www.performancemachine.com](http://www.performancemachine.com)

**check #057 for info**

## Forward Controls



### RC COMPONENTS Forward Controls

RC Components offers billet aluminum forward controls in the popular smooth finish. Their foot pegs mount straight to the pivoting shifter and brake arms to give an ultra-clean look. The master cylinder discharges on the side, which means no unsightly brake line hanging out front.

Forward controls come fully polished and available in chrome. Softail applications: Retail price of \$649 for polish, additional \$99 for chrome.

Contact RC Components at 140 Hunters Ct., Bowling Green, KY 42103. Phone 270-842-6000; Web site: [www.rccomponents.com](http://www.rccomponents.com)

**check #058 for info**

## Forward Controls



### MILWAUKEE TWINS Forward Controls '36-'99 Models

These forward controls feature a 3/4-inch bore, vacuum-tested master cylinder fully CNC-machined aluminum. They're available with either fixed or folding footpegs. Kits do not include mounting hardware, brake hose or shift rod. Custom brake lines are required, and they use stock H-D internals (OEM#42374-77B). Matching hand and foot grips are also available.

For more info or to order their large and bountiful catalog, call J&P at 800-397-4844, or surf right on over to the Web site: [www.jpccycles.com](http://www.jpccycles.com).

**check #059 for info**

## Frames



### ARLEN NESS Ness-Tail

Designed to accommodate 1984 to 1999 hidden-shock Evolution powertrains, the Ness-Tail frame will accept rear tire sizes up to 250 x 18, while still utilizing a belt drive system.

This classic Ness frame features built-in bearing cups and fork stops and is available with 35-degree rake, in stock, 2-inch and 5-inch top tube stretch. It's made of 1 1/4-inch diameter seamless steel tubing for a more massive look. The CNC-machined swingarm pivot area has polished stainless steel inserts that add bold styling to the frame. For pricing and information, contact Arlen Ness Enterprises, 16520 East 14th St., San Leandro, CA 94578. Phone 510-276-3395; [www.arlenness.com](http://www.arlenness.com)

**check #060 for info**

## Frames



### ATLAS Hidden-Shock for Sportsters

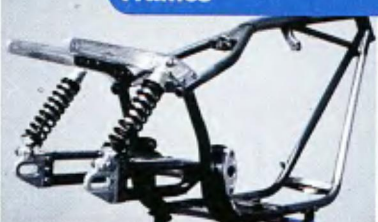
All new from Atlas is the 200-tire, hidden shock-style frame for Harley-Davidson Sportsters utilizing the stock belt drive width. This unusual chassis kit fits 1979 to 2001 Sportster drivetrains, as well as Buells.

This Atlas frame is an expansion of their ever-popular 180-tire, hidden-shock chassis kit for Sportsters. You get your choice of neck rake and stretch. Everything from frame and swingarm to completed rolling chassis are available for the custom bike builder.

Atlas Precision, 16091 Kamana Rd., Apple Valley, CA 9207; phone 760-242-9111. Web site: [www.atlasprecision.com](http://www.atlasprecision.com).

**check #061 for info**

## Frames



### KENNY BOYCE Super Street

Kenny Boyce Pro-Street offers their Super Street frame and twin-tube swingarm setup, available with 2-, or 4-inch stretch, and steering neck angle from 28 to 36 degrees, with four different control options. It comes with 3-D billet aluminum fender brackets. The twin-tube swingarm accommodates a 200-series tire, complete with billet aluminum axle mounts and stainless steel axle adjuster.

Get the skinny of this awesome chassis and talk to the guys at Kenny Boyce Pro-Street, 11295 Sunrise Gold Circle, Suite F, Rancho Cordova, CA 95742-6539. Phone (916) 852-9116; [www.kennyboycemotorcycles.com](http://www.kennyboycemotorcycles.com)

**check #062 for info**

## Frames



### CHOPPER GUYS Mega Drive Rigid Swedish

Chopper Guys designed a rigid chassis that accommodates a 230/240-series rear tire, mounted on a 7 to 8 1/2-inch rim with stock width belt. It is made of 1 1/8-inch main frame rails. It uses either stock-style oil bag, or the Chopper Guys custom model. Rake is set at 40 degrees, and there's a 6-inch stretch in the legs. The motor and tranny are offset 1 5/8 inches, for use with a billet trans plate for 5-speed only. The supplied wheel axle and 3/8-inch billet axle plates mounted at EOM height, allow the bike to sit lower than other rigs. Chopper Guys' Biker Products Inc., 1633 Marine World Pkwy., Vallejo, CA 94589. Phone 707-557-2400. Web: [www.chopperguys.com](http://www.chopperguys.com)

**check #063 for info**



## Frames



### DAYTEC Super 103 +180 and 103 + 200

The new Daytec Super 103 +180 and 103 + 200 chassis features a 1-1/4-inch precision-bent steel tubing construction and offers a totally new look on the side plates. Of course, any rake and stretch are available upon request. All you gotta do is ask for it, and they'll deliver.

For pricing info on this frame and to see other examples of the best in premium motorcycle frames and accessories, ask for your own copy of Daytec's catalog, contact them at Daytec, 17469 Lemon St., Hesperia, CA 92345-5111. Phone 760-244-1591.

check #064 for info

## Frames



### DAYTEC Skulker 180 Rubbermount

The all-new super slick Skulker 180 Rubbermount chassis utilizes a late FXR transmission, inner and outer primary covers, and a pivot axle assembly. You simply have to drop in your rubbermount engine, a few accessories and amenities, and off you go.

The Skulker chassis is constructed of precision-bent steel tubing and has been designed to accommodate a 180-series rear tire and a full-size belt. Daytec's new Skulker chassis is available either with 30, or 34 degrees of rake angle.

Daytec, 17469 Lemon St., Hesperia, CA 92345-5111. Phone 760-244-1591.

check #065 for info

## Frames



### PAT KENNEDY'S Chrome-moly Outlaw Chopper

This Pat Kennedy frame is constructed of chrome-moly, a lightweight and resistant metal that will help your bike literally fly. The Outlaw frame accepts panhead, shovelhead, or Evo engines, and 4- or 5-speed transmissions. It can accommodate up to a 230-series rear tire, mounted on a 7-inch rim. The Outlaw has 43 degrees of neck rake with 10 inches of stretch in the down tube to accept a front end of 20 inches over stock length.

Pat Kennedy's Custom Motorcycles Inc., P.O. Box 670, Tombstone, AZ 85638. Phone 520-457-2237. Web: [www.kennedyschopper.com](http://www.kennedyschopper.com)

check #066 for info

## Frames

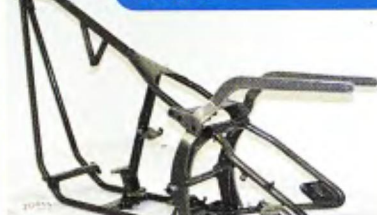


### PRO STREET Frameworks

Pro Street Frameworks' frame features a centered engine plate. It accepts 200-series rear tire with full-width rear drive belt. You can use engines up to 120 cubic inches, Merch, H-D Twin Cam, and all standard aftermarket engines. This frame come with +2 or +5, 36-degree rake; swingarm with hidden billet axle adjusters; billet fenders struts for 9-inch fenders; swing arm pivot axle; stainless billet swingarm pivot block; neck races, hidden coil mount and battery box; mounting bracket installed for D&D tanks, mid or forward control mounts. Pro-Street Frameworks, Rt. 2 Box 144, Henryetta, OK 74437. Phone 918-652-9606; [www.pro-streetframeworks.com](http://www.pro-streetframeworks.com)

check #067 for info

## Frames



### MID-USA Attitude

MID-USA presents their Hardbody hidden-shock Attitude frame, a chassis that allows you to install up to a 180-series rear tire, while keeping a standard-width final belt drive. Rake angle is available in 30, 34, and 38 degrees. For maximum strength and minimum flex, the Attitude frame features a solid round stock tail section that includes a Positive Axle Lock system that eliminates the possibility of axle shift that is normally associated with high torque and wide tire applications. Bolt-on fender struts are provided to mount a fender as wide as 9 inches.

Contact MID-USA, 4937 Fyler Ave., St. Louis, MO 63139-1111. Phone 314-351-3733; [www.mid-usa.com](http://www.mid-usa.com).

check #068 for info

## Frames



### PAUGHCO Rigid Swedish-Style Chopper

Paughco's new rigid Swedish-style chopper frame is a custom designer's dream. Available in four configurations: 4-inch over down tubes with 2-inch extended backbone, 6-inch tubes with 3-inch backbone, 8-inch tubes with 4-inch backbone and 10-inch over down tubes with 5 inches in the backbone. The unique frames are also available in stock and ultra-wide versions to accept up to 180 rubber with belt drive.

While Paughco recommends no more than a 40-degree neck rake, builders can go to 45 degrees when used in conjunction with Paughco's latest 6-degree billet triple trees. Call 775-246-5738 or visit Paughco on the Web at [www.paughco.com](http://www.paughco.com).

check #069 for info

## Gas Tanks



### TWISTED METAL Custom Gas Tanks

Twisted Metal, located in Irvine, California, is run by Rod Roquejo, a third generation "metalmen" who grew up learning the craft of twisting metal into rolling artwork from his dad, Fernando.

Rod can stretch your existing tanks or hand build you a custom tank to meet your specs as well as your wildest dreams. Need custom fenders? Rod can bend you a pair of these as well.

You can find out more about Twisted Metal's custom gas tanks, fenders and frames by calling Rod at 714-859-6338, or drop him a line at Twisted Metal, #8 McClaren St., Suites M&N, Dept. ER, Irvine, CA 92618.

check #070 for info

## Gas Tanks



### FAT KATZ Chopper Tank

The T100 Frisco chopper tank from D&D/Fat Katz is one of their latest creations and it's sure to turn heads. Since the Frisco tank was designed with chopper frames in mind, the filler neck was moved forward and the petcock was moved rearward to accommodate the increased incline in the backbone of the frame due to stretching.

To get yours or find out about other Fat Katz products contact them at Fat Katz Inc., 140 E. McKnight Way, #2, Dept. ER, Grass Valley, CA 95945. Phone 530-273-2212; fax 530-273-2112; web site: [www.fatkatz.com](http://www.fatkatz.com) or e-mail them at [dd@fatkatz.com](mailto:dd@fatkatz.com).

check #071 for info

## Gas Tanks



### INDEPENDENT GAS TANK CO. Gas Tank

Independent Gas Tank Co. is proud to offer bikers the finest steel gas tanks. From their Roadster to the Aero Twin Nitrous, all of Independent's tanks are individually hand-crafted from 16-gauge cold rolled steel, TIG welded and then pressure tested for integrity.

Since each tank is custom built, the options are endless—from twin nitrous bottles mounted on the side, to features like the recessed gas caps—Independent has it all.

To contact the Independent Gas Tank Co., located in Mesa, Arizona, dial 480-633-6700, or you can find them on the Web at [www.independentgastank.com](http://www.independentgastank.com).

check #072 for info



## Gas Tanks

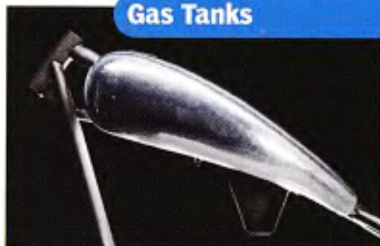


### PAUGHCO Fat Bobs for Sportsters

Shown here is the new 4.2-gallon fat bob-style tank designed specifically for '82-'94 Sportsters. Fully pressure tested, these heavy-duty tanks bolt directly to the stock Sportster tank brackets, feature a left side rear bung for your stock petcock and can be ordered for single or dual gas caps. Paughco 4.2-gallon Sporty fat bob-style tanks are 19 inches long, 14 inches wide, 8 inches deep and feature a centerline hole-to-hole mounting bracket measuring 14 5/8 inches. The tanks come in raw steel and include custom rubber mounting brackets. Paughco Sportster 4.2-gallon fat bob-style tanks can be purchased from Paughco dealers worldwide or by calling 800-423-2621.

check #073 for info

## Gas Tanks



### NESS/BATTISTINI 1-Piece Aluminum Tanks

Arlen Ness is offering these direct bolt-on, 1-piece fuel tanks for Harleys. Manufactured by Battistini for Ness using 14-gauge aluminum with a 5% magnesium content, the tanks are created using a patented process for extreme durability and consistency. All tanks are 13.5-inches wide at the front, 6.5-inches wide at the rear and 23-inches long with a seat pocket depth of 1 inch. Each tank comes with a flush-mount gas cap and has a capacity of 4.1 gallons. For more info contact Arlen Ness Enterprises Inc., 16520 E. 14th St., Dept. ER, San Leandro, CA 94578. Phone 510-276-3395, fax 510-276-3534; Web:www.arlenness.com.

check #074 for info

## Gas Tanks



### CUSTOM CHROME Regency Fatbobs

Unlike tanks with add-on extensions, Custom Chrome's 6-gallon Regency flatside fatbob gas tanks carry more fuel and don't require hours of body work to get the contours just right before painting. Over 2 inches longer than stock tanks, the bike suddenly looks dramatically longer and lower. A single sheet of seamless, 1-piece steel is deep-drawn to form the perfectly curved outer panels of the all-new, 6-gallon flatside fatbob gas tanks—a Custom Chrome exclusive. These tanks fit Softail models from 1984 through 1999 and aftermarket frames with flat side tank mounts. See your local dealer, or call (800) 729-3332. You can also visit their Web site at [www.customchrome.com](http://www.customchrome.com).

check #075 for info

## Gas Tanks



### CHROME SPECIALTIES Tank Shift Fatbobs

These new tanks from Chrome Specialties are an accurate reproduction of the hard-to-find, obsolete hand-shift tanks that were standard until '53 when the first foot-shift Harleys were made available. The shifter-gate lugs and fuel shut-off rod hole centers are accurately placed for trouble-free operation. These tanks accept, but don't include, early-style gas caps, circa 1941-1973, rod-style fuel shut off, and OEM shift gate. The tanks are made to fit all big twins from 1948 through 1965.

For info on where to get yours, contact Chrome Specialties at 800-277-8685.

check #076 for info

## Gas Tanks



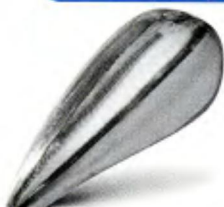
### PAUL YAFFE ORIGINALS Zombie Tank

If you're looking for a tank with a completely unique shape, Paul Yaffe Originals has what you're looking for. Paul has borrowed the shape of the original Sporty tanks, then stretched, raked, wedged the profile and then raised the tunnel until it looked like it was poured over the frame. With 25.5 inches of tunnel length, this tank will fill stretched frames nicely.

For more information, contact Paul Yaffe Originals, 2211 E. Indian School Rd., Dept. ER, Phoenix, AZ. Phone 602-840-4205; or visit their web site at [www.paulyaffefirstoriginals.com](http://www.paulyaffefirstoriginals.com).

check #077 for info

## Gas Tanks



### PAUL YAFFE ORIGINALS Chopper Tank

When Paul Yaffe was first designing tanks to fit his new chopper frames, he wanted to create a contemporary looking tank that would preserve the long, narrow chopper line, yet compliment his technical, no-nonsense look of today's customs. After slicing and dicing one of his Roadster tanks to section 5-inches out of the center and then wedging it from front to rear, Paul arrived at this streamlined chopper heritage tank, while creating flowing lines.

To get yours, contact Paul Yaffe Originals, 602-840-4205, fax 602-840-2569; Web: [www.paulyaffefirstoriginals.com](http://www.paulyaffefirstoriginals.com).

check #078 for info

## Gas Tanks



### DRAG SPECIALTIES Mustang Tank

For that old-school chopper you're planning on building, Drag Specialties has a very cool Mustang-style gas tank that will bring back memories. This steel, fatbob-style tank has a low tunnel height of 2 3/4 inches and features two filler caps, only one of which is functional. The tank measures 19 3/4 inches in length, is 11 1/2 inches wide and can hold 3.3 gallons of gas.

To find out more see your local Drag Specialties dealer or contact them at Drag Specialties, 9839 West 69th St., Dept. ER, Eden Prairie, MN 55344. Phone 952-942-7890; Web: [www.dragspecialties.com](http://www.dragspecialties.com).

check #079 for info

## Gas Tanks



### MID-USA Fat Bob-Style Tanks for Softail or FXWG

These flatside fatbob-style gas tanks include a 3-inch stretch for a great custom look and feature your choice of gas cap styles. These tanks are designed to accept a fatbob-style dash assembly and utilize the OEM-style 1 3/16-inch fuel petcock. Fits Softail models from '84 through '99 and FXWG '85 and '86 as well as many custom flatside frame applications.

These tanks must be pressure tested, sealed and pre-mounted on the frame to verify compatibility of all related parts before painting. Contact MID-USA at 800-632-0024 or check out their Web site at [www.mid-usa.com](http://www.mid-usa.com).

check #080 for info

## Gas Tanks



### MID-USA Gas Tanks for Softail & FXWG

These one-piece gas tanks hold 3.8 gallons of fuel and are stretched three inches in length. They measure 22-1/2 inches long and 13 inches wide at the front. The rear is 7 inches wide and has a 1-1/2-inch clearance for the seat. They're designed to fit Softails 1984-1999, FXWG 1985-1986 and various custom applications.

For a whole lot more information on their beautiful tanks or to order their 'big ol' catalog, check with the folks of MID-USA at 800-632-0024 or check out their Web site at [www.mid-usa.com](http://www.mid-usa.com).

check #081 for info



## Motors



### DELKRON Motor

Delkron Competition Eliminator series billet engines directly bolt onto any big twin frame and come in two configurations: 100 cubic inches with a 2-cam valve train or 131 cubic inches with a 4-cam (Sportster style) valve train.

Competition Eliminator motors come assembled using CNC-machined billet crankcases, specially tuned high-flow heads, and many other high-quality components, such as a flat slide performance carb, specially ground cams, ultra-light adjustable push rods and viton O-ring seals. Combine all that with the rigidity of Delkron's 6061-T6 billet aluminum cases, billet covers, and billet cam shaft support plate and you get a Competition Eliminator.

The square 100-cubic-inch Competition Eliminator 2-cam yields a remarkable 116 pounds of torque and 116 horsepower at the rear wheel. Delkron's also planning to release a more powerful square 120 cubic inch version of the 2-cam soon.

With the newly released 131-cubic-inch 4-cam Competition Eliminator in your bike (not shown), you could be boasting well over 150 horsepower at the rear wheel. Delkron, 2430 Manning Street, Sacramento, CA 95815. Phone 916-921-9703.

check #082 for info

## Motors



### MERCH PERFORMANCE Motor

The 120-cubic-inch has got to be Merch Performance's most popular engine package. It features a 4.25-inch bore x 4.25-inch stroke for smooth reliable service. All 120-cubic-inch engines feature M/P crankcases, flywheels, heads, connecting rods, cylinders, rocker boxes, pushrods, pushrod tubes and oil pumps.

Additional features include forged pistons, O-ring base gasket, stainless steel bullets (inserts in cases for increased stud strength), 9.8:1 compression ratio, 1.940-inch int./1.625-inch ex. valves, compression release valves for easier starting, 110 horsepower and 125 foot-pounds of torque at the rear wheel and a six-month/6000-mile limited warranty. This Merch Performance engine fits into all Harley-Davidson Evo and Twin Cam frames.

A turnkey Merch Performance engine retails from \$7,445.

For additional information concerning the 120-cubic-inch or 131-cubic-inch engine please contact Merch Performance's toll free numbers: 888-637-2448 USA or 877-637-2448 Canada. [www.merchperformance.com](http://www.merchperformance.com)

check #083 for info

## Motors



### PANZER Motor

The tantalizing piece of shiny hardware you're looking at is Panzer's new 90-cubic-inch Neo-Pan motor. It features an Andrews BH Grind bumpstick, a tried and true S&S Super E carburetor, S&S cases, black powdercoated 3 5/8-inch bore cylinders with S&S pistons and rings, Mallory ignition, S&S Flywheels S&S (4 3/8-inch stroke), a 12-volt generator with integral regulator alternator, plus many more go-fast goodies.

Panzer's Neo-Pan is much more than a trick-looking panhead engine. Aside from its appearance, there's nothing vintage about the Neo-Pan; it's actually a totally new power plant that's capable of running wide open till Tuesday, just as you would expect it from any modern motorcycle engine.

Panzer also manufactures EPA and CARB-approved motorcycles and uses their Neo-Pan motor on all their production bikes.

For more information on this and other Panzer items, write them at P.O. Box 425, Canon City, CO 81215, or call them at 719-269-7267. Or, you may want to check out their Web site: [www.panhead.com](http://www.panhead.com)

check #084 for info

## Motors



### REVTech Motor

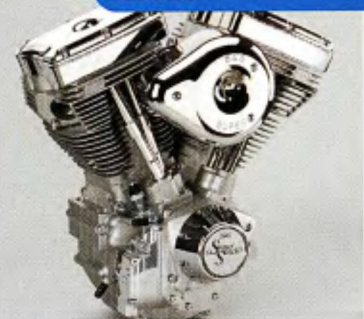
Custom Chrome's RevTech engines use components that are made from all-new tooling in a modern state-of-the-art ISO 9000 manufacturing plant, in order to bring to you the ultimate in high-performance and reliability. Some features include increased cooling fin surface area and ultra-high-temperature O-rings that are used in place of head and base gaskets. There's also a high-performance computerized ignition that controls and monitors break-in.

RevTech engines are available in two engine displacements of 88-inch and 100-inch, and in two finishes: black with chrome covers, and natural with chrome covers. The engines are compatible with original equipment and custom frames that accept Evolution engines.

Contact your Custom Chrome dealer for information on these handsome and powerful RevTech motors or where the nearest Custom Chrome dealer happens to be. To get this information, call Custom Chrome at 800-729-3332, or surf over to their Web site at [www.customchrome.com](http://www.customchrome.com).

check #085 for info

## Motors



### S&S CYCLE Motor

S&S's "new style" Super Sidewinder motors introduced this year, boast several improvements. S&S's new B.F.D. (Big Fin Design) heads and cylinders increase cooling area. Longer, 7.668-inch connecting rods and pressurized piston oils for extended engine life, while a pressed-in 1 1/2-inch crankpin increases crankshaft rigidity and engine smoothness. All of the new engines feature highlight fins on cylinders and heads. Displacements include 100 inches, 107 inches, and 116 inches.

Each per inch, power outputs are virtually identical to the early style engines, all of which will remain available for the time being.

Most S&S long blocks are available complete, minus ignition, exhaust, and charging system. MSRP for a complete, assembled "old style" Super Sidewinder is approximately \$6,700; unassembled engines go for considerably less.

S&S Cycle, 14025 Cty. Hwy G, Box 215, Viola, WI 54664. Phone 608-627-1497; [www.sscycle.com](http://www.sscycle.com)

check #086 for info

## Motors



### STD Motor

STD Development offers STD High Performance Street and Strip Engines available in both 97-cubic-inch and long rod 100-cubic-inch configurations. Each engine is carefully machined and assembled to exacting tolerances by STD's staff of experienced builders.

Engine assemblies come complete with all the finest performance components including full electric's, all oil system components including steel-braided lines, and a Mikuni HSR45 carburetor with an exclusive design STD chrome filter assembly to set this engine apart from the crowd when parked. But when running the STD Development Performance big twin have been designed to produce the highest and most reliable power and torque available anyway. It is the strongest, most powerful and reliable turn-key big twin engine available to the public.

STD Development, P.O. Box 3583, Chatsworth, CA 91313. Phone (818) 998-8226; [www.stdddevelopment.com](http://www.stdddevelopment.com).

check #087 for info



## Motors



### TP ENGINEERING Motor

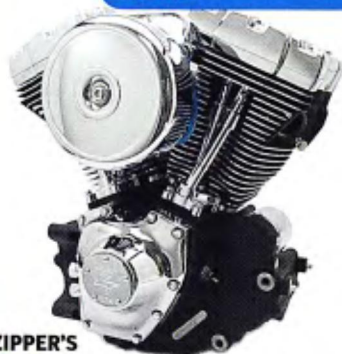
TP Engineering's TP Pro-Series engines are built with TP-manufactured parts that when combined the result is an aggressive power plant with a lot of attitude. Cases are formed from A356-T6 aluminum, featuring an integrally cast-in hub that insures that the steel hub that houses the crankshaft support bearings will not move.

Extra material has also been added at strategic points in the crankcases. Oil is supplied to the power plant by a TP Pro-Series patent-pending billet oil-pump giving the crankshaft a constant flow of oil at any rpm. Anchoring the TP flywheels is TP Engineering's designed pinion shaft with a diameter of 1.625 inches, giving the engine more stability and less vibration. Try and break this one!

Contact TP Engineering at 62 Mill Plain Rd, Danbury, CT 06811. Their phone number is 203-744-4960; or visit their Web site at: [www.tpeng.com](http://www.tpeng.com).

check #088 for info

## Motors



### ZIPPER'S Motor

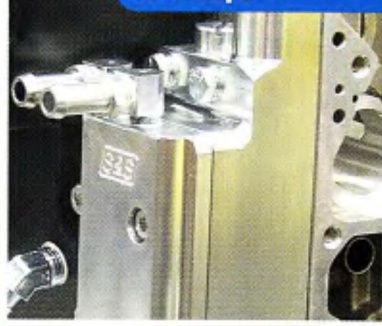
Zipper is now producing complete 107-inch Twin Cam engines that routinely achieve an astonishing 120-plus foot-pounds of torque and horsepower with compatible exhaust systems. Dyno charts show a power curve that's immediately vertical, and flat all the way to red line.

Zipper's Twin Cam arrives with all new aluminum 4 1/8-inch bore cylinders, 4-inch stroke with liners that are over 50% thicker than OEM, providing the ultimate in cylinder stability. Zipper's CNC ported heads with oversize valves, Red Shift cams and ignition system are included along with forged pistons and top-quality chrome-moly push rods. A ThunderJet-equipped S&S G carb and a round-style air cleaner with Zipper's filter upgrade finishes off the look of a sleeper. Zipper's says that EFI 107's are on the drawing board for the near future.

Zipper's Performance, 6655-A Amberton Drive, Elkridge, MD 21075. Phone 410-579-2828; Web site: [www.zipperperformance.com](http://www.zipperperformance.com).

check #089 for info

## Oil Pumps



### S&S CYCLE High-Volume, High-Pressure Oil Pump

One of the common problems encountered when stroking and boring engines to larger displacements and when boosting compression ratios, is engine heat dissipation. All motorcycle riders know that more power means more fun, but only a few of them understand that the more power an engine puts out, the more heat it creates as a by-product. If not properly dissipated, excessive heat can be the demise of a perfectly good engine. Maintaining optimum engine oil pressure to various moving parts can become a problem as oil temperatures rise, thinning the oil out in the process.

Trying to address these issues, S&S Cycle developed a new high-volume, high-pressure oil pump to ensure more reliable and bulletproof operation of their Super Sidewinder Plus engines.

S&S Cycle, 14025 Cty. Hwy B, Box 215, Viola, WI 54664. Phone 608-627-1497; [www.sscycle.com](http://www.sscycle.com)

check #090 for info

## Oil Pumps



### TP ENGINEERING Oil Pump

Conventional oil pumps shut off their oil supply to the crankshaft at idle, and won't start delivery of oil until the engine reaches 1900 rpm. To cure what he felt was an engineering flaw, TP set off to design the TP Pro-Series billet oil pump. It has been engineered to give your engine a constant flow of oil to the crankshaft at any given rpm. This patented design will add life to your crankpin, to your rods, to your pistons, and even to your cylinders, by drastically reducing the engine's overall operating temperature.

As an added bonus, more oil than needed is supplied to the tappets, and top end, thanks to a unique 3-valve system. The TP Pro-Series billet oil pump is available as an oil pump assembly or a complete kit with an additional slotted breather gear and oil pump drive gears for both early and late models.

TP Engineering, 62 Mill Plain Rd, Danbury, CT 06811. Phone 203-744-4960; Web site: [www.tpeng.com](http://www.tpeng.com).

check #091 for info

## Transmissions



### BAKER 6-Speed Overdrive for Big Twins

Baker Transmissions offer many innovative transmission products for the American V-twin cruisers such as their 6-speed overdrive for big twins (shown here). Introduced in 1998, Baker's 6-speed transmission was quickly recognized as the 6-speed of choice by custom builders. It features full-width Andrews gears and a roller shift system for smooth precise shifts, and a set of bronze forks that are three times thicker than stock and wear better than their steel counterparts. The Baker 6-speed overdrive for big twins is also available with a no-cost optional deep overdrive (.80), and optional 3.24, first ratio gear also available as a no-cost option for those who prefer the stock first gear ratio.

Baker has become a household word in the world of transmissions, and you can contact them at 517-339-3835 or log on to [www.bakerdrivetrain.com](http://www.bakerdrivetrain.com) for more information.

check #092 for info

## Transmissions



### BIKER'S CHOICE 6-Speed Conversion

How many times have you caught yourself trying to grab another gear when rolling onto the open highway only to find out that you are already in the top gear? Twin Power has just the cure for this reoccurring ailment with its new 6-Speed Conversion kit (P/N 41-0056). You will definitely enjoy the 14% decrease in engine speed (approximately 300-400 rpm), and love the smooth positive shifts that were designed into this transmission kit.

Features like oversized bearings, strong 1-piece 6th gear shaft, 35-45 Rockwell-rated gear strength, are all offered in one very reliable package. The 6-Speed Conversion kit is available for '91-present Dyna's, and '86-present Softail models. NOTE: Softail models require the use of '90-present clutch.

Call the Biker's Choice dealer referral number 800-343-9687 today.

check #093 for info



## Transmissions



### JIMS 6-Speed in a 4-speed frame

Now, your panhead or shovelhead can have all the finer points of a 6-speed transmission with smooth shifting, smooth, quiet running and more horsepower from much lower friction drag. This transmission will also allow you to control your gear ratio for your style of riding. This way you can have lower low and a higher high. To fit the oversized gear cluster for the coveted 6-speed, each transmission case has been customized with special cuts.

All gears are standard width for performance and strength, with first gear being close ratio 2.94, and the last four being the same ratio as a stock 5-speed. Sixth gear goes to .86:1 overdrive, giving you a 500 rpm reduction at 75 mph.

JIMS' complete transmissions for 4-speed frames fit 1936-65 panhead custom application with belt drive only, 1966-69 shovelhead custom application with belt drive only, 1970-84 shovelhead and early Evo Softails with dry clutch. Available in either polished or plain case finishes.

For more information on fit for any particular application call JIMS at 805-482-6913 or log on to [www.jimsusa.com](http://www.jimsusa.com).

check #094 for info

## Transmissions



### TWISTGEAR 5-Speed

Johnson Engineering introduces the revolutionary Twist-Gear helical fifth gear set for all 5-speeds 1991-up, including the TC 88. Immediate benefits include an overall lower (10% reduction) ratio in first through fourth, quicker shifting, longer transmission life, and a quieter transmission. Install higher pulley ratios and further reduce engine rpm without losing street acceleration and performance.

For more information and details about this tranny, contact Johnson Engineering at 100 Blake Rd., Denver, IA 50622. Or call them at 319-984-9298.

check #095 for info

## Transmissions



### MID-USA 6-Speed Transmission Assembly

If you have ever been cruising along on the highway and tried to upshift into top gear just to find out your transmission is already in fifth gear, then that is all the proof required that you need a 6-speed transmission. Not only will this complete transmission assembly reduce vibration at highway speed, it will also improve fuel mileage.

At 75 mph, the .86:1 overdrive ratio will produce a 475 rpm reduction when shifting from fifth gear. A 2.94:1 close ratio first gear will add approximately 5 mph of useable first gear. The second, third and fourth gear ratios remain the same as OE. Fits Softail models 1990-1999.

For more information contact MID-USA at 800-632-0024 or check out their Web site at [www.mid-usa.com](http://www.mid-usa.com).

check #096 for info

## Transmissions



### SPUTHE Tranny

That right side output transmission is designed to be used with a 230/240/250 tire without offsetting the engine or primary drive. Unlike Baker's design it doesn't stick out a mile. It mates to a Softail inner primary that has been narrowed 1 inch on the inside. Chopper Guys is already building a frame for this transmission.

The tranny has all the usual Sputhe features: polished Sputhe case, electronic speedo drive, PosiShift, hydraulic clutch release and the best warranty in the industry. All components are 100% American-made.

Check with Sputhe Engineering, 11185 Lime Kiln Road, Grass Valley, CA 95949. Phone 530-268-0887.

check #097 for info

## Transmissions



### SPYKE PERFORMANCE 6-Speed Big Twin Transmission

New for 2002 Spyke brings you unequalled performance, 6-speed transmissions. These transmissions feature precision-ground gears for durability, friction loss and quieter operation than traditional hobbled gears. They also have back-cut ramps and matching dogs for 100% positive engagement of gears.

Gears are close ratio first gear with a .86:1 overdrive adding to the life of the engine and improving fuel economy. First through third gears are .10 wider than stock due to unique engineering and dog positioning. This unique engineering allows Spyke gears to fit any 5-speed big twin case, thus giving the required strength and dependability for monster motors.

Spyke's new innovative roller detent shifter drum, results in unbelievably smooth and accurate shifting. Available in all popular transmission case configurations in polish, black or satin.

Spyke Inc., 11258 Regentview Avenue, Downey, CA 90241. Phone 562-869-9333, fax 562-869-9323; Web Site [www.spykeinc.com](http://www.spykeinc.com)

check #098 for info

## Transmissions



### TP ENGINEERING 5-Speed Transmission

TP Engineering's Pro-Series 356-T6 aircraft-grade aluminum cases are precision machined on CNC mills with extra material added in high-stress areas and are fitted with complete Andrews close-ratio gears and shafts. Also installed is TP's own transmission trap door made from 6061-T6 aluminum with high-speed caged bearings and clips. Add to that a proprietary and uniquely designed chrome billet transmission end cover with center fill and level site, and you've got yourself a 100% American-made tranny.

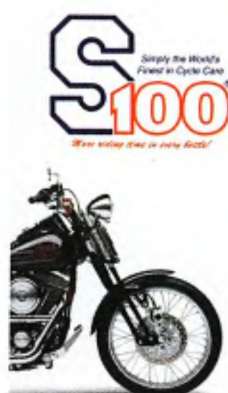
Contact TP Engineering, 62 Mill Plain Rd., Danbury, CT 06811. Phone 203-744-4960. On the Web: [www.tpeng.com](http://www.tpeng.com).

check #099 for info

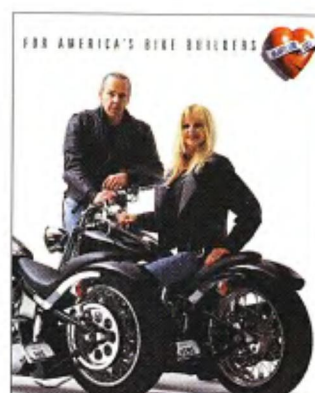




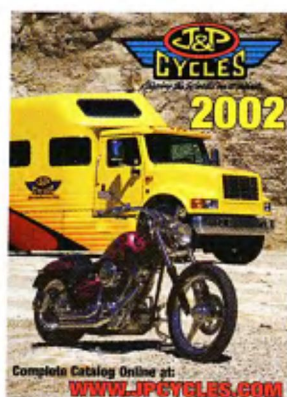
Belt Drives check #201 for info



Brookside check #202 for info



Heartland USA check #203 for info



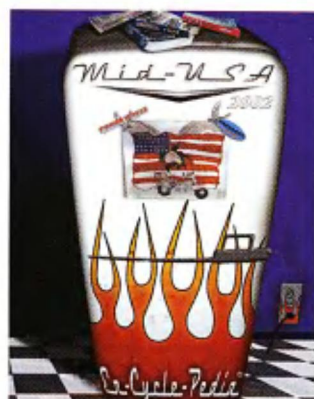
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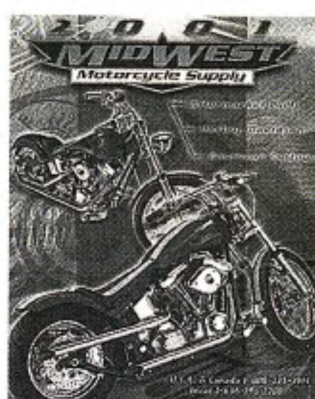
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LBZ check #206 for info



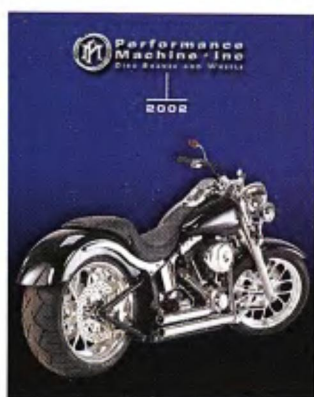
MID-USA check #207 for info



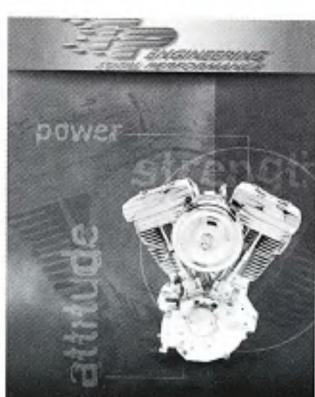
Midwest check #208 for info



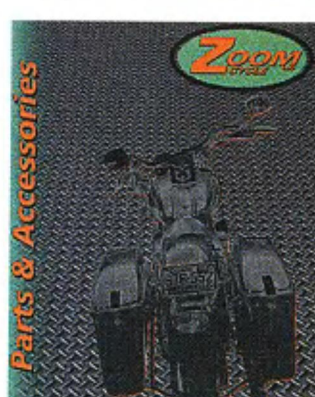
Mr. B's check #209 for info



Performance Machine check #210 for info



TP Engineering check #211 for info



Zoom check #212 for info



# BEWARE OF DOG

## PITBULL

107 CUBIC-INCH ENGINE  
250-MM REAR TIRE  
HARDCORE STREET ATTITUDE



## THE NEW STREET VISION

comes alive with the introduction of Big Dog's "Super Fats" series of motorcycles. All 2002 models are fully redesigned, with more attention to detail than ever before. These main street champions are pure Big Dog style.

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MOTORCYCLES

BIG DOG MOTORCYCLES®  
**SuperFats**

PROUDLY MADE IN AMERICA BY FOLKS WHO LOVE MOTORCYCLES

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## Headlights



### BIKER'S CHOICE Chrome 7-inch OEM Type

We found in the Biker's Choice catalog this chromed 7-inch stamped steel headlight. It duplicates the original Harley-Heritage unit. The high quality headlamp includes a Wagner sealed beam, it's wired and ready for installation. The mounting bracket shown on the image is not included and must be ordered separately. The headlight is available for 6-volt applications (41-0310), or 12 volt (41-0309). Contact your Biker's Choice dealer and see the Biker's Choice catalog for more great products.

check #100 for info

## Headlights



### BIKER'S CHOICE Nacelle with Headlight

Also out of Biker's Choice's huge catalog, is this nacelle with headlight combination to give your big twin the ultimate nostalgic look. It's chrome plated, comes complete with inner and outer bucket, chrome plated outer ring, and a halogen light. This particular number (41-1096) fits 1970 through 1984 FL bikes.

Contact your Biker's Choice dealer and see the Biker's Choice catalog for more great products.

check #101 for info

## Headlights



### CUSTOM CHROME Chrome Billet Trim Rim Headlamp

Lean and clean is the name of the game for this stylish headlight assembly. It's made of chrome plated 5 3/4-inch billet aluminum and features an extra-thin rim design. It also includes the mounting block and sealed beam.

See your Custom Chrome dealer, call 800-729-3332, or go to [www.customchrome.com](http://www.customchrome.com)

check #102 for info

## Headlights



### CUSTOM CHROME Kodlin Elypse High-Beam Billet Headlight

Here's a show-chromed, high-beam headlight assembly from one of Europe's premier customizers that breaks new ground in high-tech styling. It fits all wide-track front ends from 1980 to the present.

See your Custom Chrome dealer, call 800-729-3332, or go to [www.customchrome.com](http://www.customchrome.com)

check #103 for info

## Headlights



### ARLEN NESS Headlight

No need for introductions here. You only get the very best stuff from Arlen Ness and this spectacular headlight is no exception. It's lean, it's mean, and it's all CNC machined out of billet aluminum. The retaining headlight ring is threaded onto the bullet to eliminate mounting hardware and keep your bike as sleek as possible. This particular headlamp is available in many different styles from Arlen Ness and from many warehouse distributors worldwide.

Contact Arlen Ness to get their latest catalog at 510-276-3303, or go to [www.arlenness.com](http://www.arlenness.com)

check #104 for info

## Headlights



### EXILE CYCLES Billet Headlamps

Exile Cycles is proud to offer these chunky billet 4.5-inch headlights. The lights are made in Holland by those masters of machining, SJP Engineering. They are available either single or dual and are supplied with the mounting bracket. Finish is either show-polish or black anodized.

For more information call 818-768 7667, or visit the Web site: [www.exilecycles.com](http://www.exilecycles.com)

check #105 for info



## Headlights



### NESS-TECH

#### 4.5-Inch Speeding Bullet Spotlights

Long, lean and mean, baby! These billet chromed beauties are the ultimate statement for your Ness-Tech light bar. This stretched design is approximately 4 inches longer than the factory units and is available smooth or grooved. Spotlights are sold each and do not include a sealed beam. When using windshields or fairings, order a spotlight extension bracket for additional clearance.

Contact Arlen Ness to get their latest catalog at 510-276-3303, or go to [www.arlenness.com](http://www.arlenness.com)

check #106 for info

## Kickstands



### JAMMER

#### Heavy Duty

This heavy-duty kickstand from Jammer Cycle Products is heavier and beefier than stock. It features a 1-piece forged steel construction for added strength, it's hand polished and chrome plated, and has recessed socket head mounting hardware. It fits 4-speed big twins and Softails alike.

Check this, and many other kickstands in the Chrome Specialties Catalog. Call 800-811-8904 for the address of a dealer near you, or log on to [www.jammerclub.com](http://www.jammerclub.com)

check #107 for info

## Kickstands



### CYRIL HUZE Kickstand

Here's one of the cleanest looking kickstands in the known universe. It's used by top custom builders everywhere. Why? Because there is no external spring to break these beautiful lines. The kickstand uses an internal ball and spring system that is hidden from view inside the kickstand. No spring stretch or break off is possible. It's available for Softails as a bolt on (to be mounted on the rear portion of the Softail frame) or as a weld on (that can be applied to any frame on the market today.) Machined in the USA from 100% steel and beautifully chrome plated, it also comes with all the mounting hardware you need.

Contact Cyril Huze 561-392-5557 for more information, or log on to [www.cyrilhuze.com](http://www.cyrilhuze.com)

check #108 for info

## Kickstands



### WHITE BROTHERS Lo-Bro

Made by White Brothers, this side stand is designed especially for lowered motorcycles. It's a true classic with most bike builders, it has a beautiful chrome finish and comes in a kit with four bolts, a tension spring, and a mounting plate. The Lo-Bro side stand is available for both '84-'99 Softails, and '82-'94 FRXs.

Wait no longer and call J&P Cycles at 800-397-4844 to order, or log on to [www.jpccycles.com](http://www.jpccycles.com)

check #109 for info

## Kickstands



### MID-USA

#### Custom Tapered Jiffy Stand Kit

Your motorcycle will rest with ease and comfort with this stock-length, custom-tapered jiffy stand. Constructed from hardened steel and chrome plated to a luster finish, this kit is complete with chrome hardware and return spring. It fits '58-'84 big twins and '84 and later Softails.

Call 800-527-0501 to find a dealer near you, or log on to [www.mid-usa.com](http://www.mid-usa.com)

check #110 for info

## Kickstands



### ARLEN NESS

#### Custom Rear Mount Kickstand

This kit fits '82-'95 FRXs and is perfect for lowered bikes. It provides easier access than stock kickstands, and bolts directly on to the swingarm pivot. The kit includes custom bracket, kickstand, and all necessary mounting hardware.

Call Arlen Ness at 510-276-3395 for more information, or log on to [www.arlenness.com](http://www.arlenness.com) to view their comprehensive online catalog, and many more cool features.

check #111 for info



## Mirrors



### Kruzer Mirror

The magnificent Kruzer custom-styled mirrors have the look of more expensive billet items, but are actually die cast. They feature a 2 1/4-inch x 4-inch mirror surface and are fully adjustable.

See your Biker's Choice dealer for application guide and order information.

check #112 for info

## Mirrors



### Simms Billet Mirrors

These beefy billet aluminum mirrors were designed by Bay Area Custom Cycles' Ron Simms. They fit models from 1972 and up and feature various designs (scallop, lightning bolt) on the stem.

Custom Chrome, 16100 Jacquin Court, Morgan Hill, CA 95037. Phone 408-778-0500; [www.customchrome.com](http://www.customchrome.com).

check #113 for info

## Mirrors



### Custom Chrome Chrome Pyramid Mirrors

Improve the looks of your motorcycle with these sleek and elegant chrome-plated, die-cast mirrors featuring adjusters in the base and a pyramid-shaped back.

Custom Chrome, 16100 Jacquin Court, Morgan Hill, CA 95037. Phone 408-778-0500; [www.customchrome.com](http://www.customchrome.com).

check #114 for info

## Mirrors



### Cyril Huze 3-D Mirrors

One word: streamlined. These slick-as-snot mirrors will make your bike flow like the wind. Their unique stem system lets you rotate the mirrors in any position without risk of vibration. They complement perfectly Cyril Huze's line of custom accessories such as the 3-D grips and handlebar controls.

Order them today from Cyril Huze 561-988-0056; email: [info@cyrilhuze.com](mailto:info@cyrilhuze.com); Web site [www.cyrilhuze.com](http://www.cyrilhuze.com)

check #115 for info

## Mirrors



### Ness Stealth Mirrors

Four rows of dual-intensity LEDs are built into the front of each of these chrome and clear-glass mirrors. Low-intensity brightness can be wired for supplementary running lights and high-intensity brightness can be wired for supplementary turn signals. Measures 5 inches x 2 1/2 inches with a 6-inch pivot stem and mounts on 72-01 H-D clutch or brake lever housings and most custom applications. Note: these mirrors are not DOT approved, but they still look hot.

For information, contact your nearest Drag Specialties dealer.

check #116 for info

## Mirrors



### Drag Specialties Series 2000 Chrome Billet Mirror

This great-looking mirror is made in the USA, and features an aerodynamic bullet-shaped design and swivel base assembly for positive adjustment. The shape is reminiscent of sports car mirrors of the '60s.

For more information, contact your nearest Drag Specialties dealer. Well... go on!

check #117 for info

## Mirrors



### Muth Forward Facing Signal Mirrors

LED signal lights are built in to the front of these chrome-plated mirrors. The turn signal display is visible from both sides. These mirrors fit all models 1965-up.

For information call 800-811-8910; or visit their Web site at [www.jammerclub.com](http://www.jammerclub.com)

check #118 for info

## Mirrors



### Jammer Big Eye Grooved Chrome Mirror

A truly unique styling sets this magnificent chrome mirror apart from the crowd. It's of course available in left or right side applications.

For information call 800-811-8910; or visit their Web site at [www.jammerclub.com](http://www.jammerclub.com)

check #119 for info

## Mirrors



### Chrome Specialties Scoop Mirrors

These mirrors feature chromed die-cast construction, have an adjustable bottom pivot design, and includes long and short mounting studs for most models 1965-up.

For information call 800-811-8910; or visit their Web site at [www.jammerclub.com](http://www.jammerclub.com)

check #120 for info



## Mirrors



### Harley-Davidson Billet Style Mirrors

The newest additions to the H-D line of accessories are these billet-style mirrors featuring their signature run-and-plunge design accented with a diamond-cut Bar & Shield emblem. Adding to the unique styling of these mirrors is a 3-slot extruded and machined aluminum stem. For added function, the mirror glass is curved to enhance the field of view.

See your Harley-Davidson dealer to order a pair today.  
[www.harley-davidson.com](http://www.harley-davidson.com)

check #121 for info

## Mirrors



### Jardine 3-D Billet Mirrors

Tired of the same old flat mirrors, now there are Jardine's new aerodynamic 3-D designed billet aluminum mirrors. People can't help but notice your bike when you have these mirrors, and though they generate a lot of attention, you won't have to mess with them because of their revolutionary new maintenance-free pivot, which has no external hardware and will never come loose. All styles come with a "show chrome" finish and convex glass for extremely wide rear view. Available for all popular makes.

Contact Jardine at 909-371-1744;  
[www.jardineproducts.com](http://www.jardineproducts.com)

check #122 for info

## Mirrors



### Excel 8-Ball Mirror

These ball-shaped rear view mirrors are as unique as you are. Made from billet aluminum, the 2-inch O.D. ball houses a 1 9/16-inch diameter true view flat mirror. Available in your choice of the 6-inch long stem that can be mounted on the left or right hand side or the 3 1/2-inch long "clamp on" type stem that mounts to 1-inch O.D. handlebars on either side. These mirrors come in the "8 Ball" black, chrome or polished.

Excel products are available through authorized MID-USA dealers.

check #123 for info

## Mirrors



### Paul Yaffe Mirrors

This awesome Power Mirror was created exclusively for Yaffe's 1999 Oakland Roadster Show Champion, "Silver". The bullet mirror is stunning, proving that "less is more" in custom contemporary design. Made from 6061 T-6 aluminum and show-chromed, the bullet mirror can be mixed and matched with all of Paul Yaffe's mirror arms. It also looks phenomenal when coupled with their Grip End mirror arm (shown).

To get more information on these mirrors and PYO's 40 other mirror and arm combinations give them a call at 602-840-4205 or visit their Web site [www.paulyaffefor originals.com](http://www.paulyaffefor originals.com)

check #124 for info

## Primaries



### JayBrake Primary Cover

New from JayBrake is a line of covers that seem as though they are made of liquid metal. The transmission end cover pictured here is designed to fit Harley-Davidson 5-speed applications and features an oil level sight glass, plus the standard fill plug. It is available in various finishes, including polished, chromed, and powdercoated. The primary cover comes in two versions to fit big twins after 1989 and is also available in polished, chromed or powdercoated finishes.

JayBrake Enterprises Inc., P.O. Box 349, 4011 Creek Road, Youngstown, NY 14174. Phone 716-754-9092

check #125 for info

## Primaries



### Primo Belt Drive Primary

Primo Belt Drive's all new 14mm, 3 1/2-inch wide "SUPER STREET" primary belt drive is designed and manufactured to handle all the horsepower your badass stroker can dish out. Available with either or both electric and kick start. It's the first 3 1/2-inch wide, 14mm belt drive available. Primo introduced the original 14mm belt drive back in 1973. Now you can get Primo quality, and Primo performance in a super-wide 14mm belt drive for your shovelhead, Evolution or Twin Cam big-twin.

See your local dealer or call 562-907 2600 for more information.

check #126 for info

## Primaries



### TP Engineering Primary

All new rubber-mount inner and outer primary covers from TP Engineering are cast with clean smooth lines and are the latest innovation. Cast from A356 aluminum and are heat-treated to T6. In other words, it is the strongest primary on the market. There are added support webs that create stability and strength - a TP Pro-Series signature. These primaries are CNC machined to ensure a perfect fit. The primaries are show chromed and come with a billet derby cover and inspection cover, chrome hardware and all necessary gaskets.

Call 203-744-4960 to order. Visit TP's Web site at [www.tpeng.com](http://www.tpeng.com).

check #127 for info

## Primaries



### BDL Chain Compensator

BDL's compensator was designed for superior function and a tremendous weight saving compared to a stock compensator assembly. Made from aircraft alloy and induction heat-treated, this quality part is both functional and affordable, a must for the bike building industry. Available in 25-tooth configuration only.

Check out Belt Drives Ltd., 1959 N. Main St., Orange, CA 92865. Phone 714-685-3333, fax 714-685-3339 or surf to [www.belt drives.com](http://www.belt drives.com).

check #128 for info

## Primaries



### BDL Top Fuel Street Drive

BDL's new monster (all billet) Top Fuel Street Drive is an all new 14mm by 85mm wide (3 3/8-inch) belt, a newly designed Kevlar clutch consisting of nine 3/8-inch diameter friction plates and 11 steel, a special pressure plate with up to nine springs for varying spring pressure to accommodate any size motor, and a new hub made from 7075 aluminum anodized for superior strength. Available in two kits. The FT-1000 is the complete drive with side guard, the TF-2000 is the complete drive with outboard bearing support. Belt Drives Ltd., 1959 N. Main St., Orange, CA 92865. Phone 714-685-3333, fax 714-685-3339; [www.belt drives.com](http://www.belt drives.com).

check #129 for info



## Primaries



### BDL 3-inch Electric Start Belt Drive

Features include a polished 1-piece billet aluminum CNC-machined plate with recessed starter gear pocket and a sealed double-row main shaft bearing for maximum rigidity. A starter pinion gear is included and the polished starter housing is designed to cover the starter ring gear for a safe, clean custom look. The polished, contoured side cover is designed for safety. Available for Softail, FXR, Dyna and shovelhead applications.

For more info, check out Belt Drives Ltd., 1959 N. Main St., Orange, CA 92865. Phone 714-685-3333 or surf to [www.belt-drives.com](http://www.belt-drives.com).

check #130 for info

## Primaries



### BDL Belt Drives

BDL's bolt-in drive system for Softail, FXR, and shovelhead features a new, 1-piece pressure plate along with new burnished steels for accurate fit and smoother clutch action. Twelve cylindrical dogs and a race-proven Kevlar clutch provide maximum performance. The drive includes a sealed primary bearing and specially designed Kevlar belt. Ideal for bike builders and retrofits.

More info: Belt Drives Ltd., 1959 N. Main St., Orange, CA 92865. Phone 714-685-3333.

check #131 for info

## Primaries



### BDL New Contoured Pulleys

BDL's new, patent-pending contoured pulleys offer a recessed cover to hide the mounting bolts. There are four new designs available in 65- and 70-tooth versions, with widths of 1 1/2 and 1 3/8 inches for 200-and-up models. The billet pulleys are available in polished and chrome finish.

For more info, contact Belt Drives Ltd.

check #132 for info

## Primaries

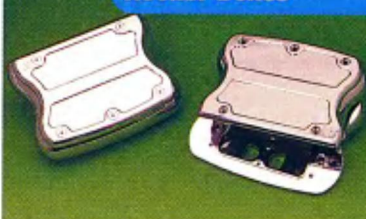


### BDL 8mm Super Street Clutch

The new Super Street clutch for 3-inch, 8mm BDL drives includes an all-new billet clutch basket with a new hub made from 7075 aluminum for superior strength. The newly designed clutch pack includes nine friction and 11 steel plates for quieter and more responsive clutch action. The new pressure plate includes nine springs for unrelenting clutch pressure. The complete combo is available as a retrofit for BDL's 3-inch, 8mm, 5-speed drives and as a complete kit with motor plate. Part #EVO-955. Belt Drives Ltd.

check #133 for info

## Rocker Boxes



### Arlen Ness Rocker Boxes

These drop-dead gorgeous have been designed to embellish Harley-Davidson's Twin Cam engines and feature a curvaceous radius design that adds elegant style to your Twin Cam.

The billet aluminum housings accept OEM rocker arm support assemblies and use Viton O-rings for superior sealing. They're available in chrome or polished finish and include all the necessary chrome hardware.

Arlen Ness, 16520 East 14th Street, San Leandro, CA 94578. Phone 510-276-3395 or [www.arlenness.com](http://www.arlenness.com)

check #134 for info

## Rocker Boxes



### Perewitz Rocker Boxes

Biker's Choice carries scores of trick-looking rocker boxes in their extensive accessory catalog, but these Perewitz "The Look" boxes will give your engine the slick-as-snot style that can only be found on the most outrageous show bikes.

These fine Perewitz rocker boxes will replace the original ones on 1984 to 1999 Evolution Big Twins.

Check with Biker's Choice, P.O. Box 311, Guilderland Center, NY, 12085. Phone 800-343-9687. Or surf over to [www.bikerschoice.com](http://www.bikerschoice.com)

check #135 for info

## Rocker Boxes



### Paughco Rocker Boxes

One example of why Paughco products have remained popular for over three decades can be seen in these finned pan-head rocker arm covers. Precision stamped from a single piece of 16-gauge steel and flawlessly chrome plated at Paughco's on-site plating facility, these covers provide a perfect fit and custom look for any pan top end from '48-'65.

Paughco also offers traditional smooth covers in steel and aluminum, replacement reinforcement plates and slotted or allen-head screw sets. The finned covers can be ordered by calling 775-246-0372. Catch Paughco on the Web at [www.paughco.com](http://www.paughco.com).

check #136 for info

## Rocker Boxes



### Rev Tech Rocker Boxes

These custom covers have elegant rounded contours rather than the boxy look of stock rocker boxes. The RevTech smooth rocker boxes are engineered to exactly duplicate the function of stock pieces, which include breather passages with umbrella valves for late-model bikes with crankcase breathers in the heads. They also accept stock or aftermarket rocker arms and rocker shafts, and each kit includes front and rear rocker boxes, hardware, and all the gaskets you need to complete the installation. Available at Custom Chrome, 16100 Jacqin Court, Morgan Hill, CA 95037. Phone 408-778-0500; Web site: [www.customchrome.com](http://www.customchrome.com)

check #137 for info

## Rocker Boxes



### Sputhe Rocker Boxes

Sputhe Engineering now offers billet rocker boxes and covers for Evolution big twins and Sportsters, CNC machined from 6061-T6 billet aluminum and show polished. An angled parting line and easy-access, counter-sunk hold-down screws make for easier-than-stock, in frame removal. One neoprene O-ring replaces the original three leak-prone gaskets. Sputhe rocker boxes are also much more rigid than stock units. Their standard version is a direct replacement, which uses their stock-type rocker spindles. Check with Sputhe Engineering, 11185 Lime Kiln Road, Grass Valley, CA 95949. Phone 530-268-0887

check #138 for info



## Rocker Boxes



### MID-USA Rocker Arm Cover Assemblies for All Evolution Models

MID-USA developed these assemblies to provide a high-tech look while reducing the high cost of a similar product. Features die cast aluminum, 6-bolt top cover, one-piece rocker arm, extended vent towers, larger vent valves, silicon beaded lower gaskets. See MID-USA at 800-632-0024 or check out their Web site at [www.mid-usa.com](http://www.mid-usa.com).

check #139 for info

## Seats



### Corbin Dual Touring

Corbin's Dual Touring saddle provides maximum two-up comfort and is designed to disperse your weight over a greater area. Corbin's exclusive Comfort Cell foam provides a firm supportive ride for a day-long touring. The saddle accepts a pair of removable backrests for added support.

check #140 for info

## Seats



### Corbin Fast Gunfighter

The Fast Gunfighter for FXR bikes is a low-profile sporty seat that offers a built-in back support. It provides a perfect fit to the tank, chassis and fender, and mounts like stock, using the FXR's hinge and lock-seat system.

check #141 for info

## Seats



### Corbin Hollywood Solo

Corbin's Hollywood solo seat is designed to fit perfectly and to provide a flawless profile for your bike. Corbin's basepan molds over the frame tubes to look cleaner when installed. With the ergonomic shaping of its design, it will surprise you with its comfort.

check #142 for info

## Seats



### Danny Gray Bar Hopper

Here's the famous Bar Hopper solo seat from Danny Gray, a frame-hugging saddle that's sure to give any motorcycle the "Bare-Bones" look.

See your Biker's Choice dealer to order Danny Gray seats. [www.bikerschoice.com](http://www.bikerschoice.com)

check #143 for info

## Seats



### Danny Gray Jet Seat

Danny Gray's Passenger Jet Seat is an evolution of the Jet Seat, allowing the passenger a little more foam and comfort.

See your Biker's Choice dealer to order Danny Gray seats. [www.bikerschoice.com](http://www.bikerschoice.com)

check #144 for info

## Seats



### Danny Gray Sport Touring

The Sport Touring seat from Danny Gray is a low-profile saddle with a wide rear passenger pad, for optimum comfort, and dazzling style.

See your Biker's Choice dealer to order Danny Gray seats. [www.bikerschoice.com](http://www.bikerschoice.com)

check #145 for info

## Seats



### Harley-Davidson Seats

Instead of sacrificing on padding, Harley-Davidson Genuine Motor Parts and Genuine Motor Accessories went back to the drawing board and designed a seat offering both comfort during the long ride and security for the quick stop. The wide bucket saddle has a seat width of 14.5 inches and provides plenty of touring comfort, while the narrow front end allows the riders to sit with their legs closer together-perfect for those with shorter inseams.

Consult your local Harley-Davidson dealer to see more seat and Genuine Motor Accessories. [www.harley-davidson.com](http://www.harley-davidson.com)

check #146 for info

## Seats



### Harley-Davidson Seats

Each seat features reinforced internal padding with built-in back support for the ultimate in riding comfort. Each seat is constructed from top-grain leathers and is accentuated by a genuine alligator inlay-each with its own unique pattern.

Each Exotic seat is custom stitched and the underside is beautifully finished to ensure each handmade seat is as tough as it is trick.

Consult your local Harley-Davidson dealer to see more seat and Genuine Motor Accessories. [www.harley-davidson.com](http://www.harley-davidson.com)

check #147 for info



## Seats



### High End Buttrack

Get Buttrack? Of course you do! Let High End Products fill the void with their unique ergonomically designed solo seat. Take a good look at this unique seat; check out the contoured design that runs down the center. Get it? Now you understand where the name comes from. The Buttrack is comfortable and aesthetically appealing. We use only the finest materials over hand laid fiberglass pans. Each seat is lined on the bottom so it protects your paint. High End Products: 949-589-5956; [www.highendseats.com](http://www.highendseats.com)

check #148 for info

## Seats



### High End Seats

This beast was caught trying to ruin a par 4 for George the Golfer in Florida. Dress up your ride with an exotic skin by High End Products. All High End seats are handcrafted in a variety of leathers, suedes and exotic skins. These guys provide the highest level of quality and value. High End Products offer added features such as Impressionable foam and Pro-Pad polymer gel to create a more comfortable and stylish ride. Contact High End Products.

check #149 for info

## Seats



### Jammer Solo & Pad

Smooth and without any buttons or stitching, the deluxe plain solo seat and pad are just right for smooth comfort. Vinyl covering, made to fit custom applications. Use with CSI solo seat springs, pivot brackets and seat bracket kits.

See your Chrome Specialties dealer or catalog to find out more about this and many other Jammer seats. [www.chromespecialties.com](http://www.chromespecialties.com)

check #150 for info

## Seats



### Mustang Seats

Here's a great custom seat from Mustang that is really practical. It features super-clean styling and is cut low for the rider, plus squared in the back for passenger comfort. The Squareback is a perfectly tailored custom seat.

See your Chrome Specialties dealer or catalog to find out more about this and many other Mustang seats.

check #151 for info

## Seats



### Mustang Seats

This cushy seat features extra-wide pillow-top driver and passenger seat area for a custom look with touring comfort. It has a heavy-duty steel baseplate, plush pillow cushion, high-density foam, and an all-weather cover.

See your Chrome Specialties dealer or catalog to find out more about this and many other Mustang seats.

check #152 for info

## Seats



### LePera Cherokee

The LePera Cherokee adds an authentic retro-chopper look to your bike. It features a metal baseplate with protective carpeting to protect your paint.

For more info, check with Custom Chrome.

check #153 for info

## Seats



### LePera Silhouette

The Silhouette solo seat from LePera is low, sleek and features rounded edges. Its perfectly contoured shape melts into the lines of any bike, stock or custom. Comfort in each seat is achieved by using a perfectly sculpted 1-piece molded foam foundation.

Check out the Custom Chrome catalog for these and many more great custom seats by LePera. [www.customchrome.com](http://www.customchrome.com)

check #154 for info

## Miscellaneous



### J&P Cycles Twin Skull & Flag

Make a statement with a powerful V-twin engine and fearsome skull. Long-sleeve T-shirts feature a full-length flag design. The back has a full flag in all its glory. It's 100% comfortable, pre-shrunk cotton. In black only.

For more info on this and other T's, call J&P at 800-397-4844 or go to [www.jpccycles.com](http://www.jpccycles.com).

check #155 for info

## Miscellaneous



### J&P Cycles Hot Speedometer

If you're the type who looks fast just standing there, then you need this new Hot Speedometer shirt. The needle is buried on the front speedo, and the back features hot flames. It's 100% pre-shrunk cotton in black, short-sleeve only.

For more info on this and other T's, call J&P.

check #156 for info



## Miscellaneous



### Heartland USA Softail Conversion Kit

The folks at Heartland USA specialize in transforming "common" Softails. Their patented conversion kit includes new, CNC-machined billet aluminum curved fender struts, a choice of three different 8.5-inch steel fenders, and low-profile solo and two-up seats. Kits are designed to work with all H-D Softails '86 and up, including the Deuce and many aftermarket softail-type frames.

For more info, check with Heartland USA, 4316 Marina City Dr., Marina Del Rey, CA 90292. Phone 310-822-2697, fax 310-822-3687 or [www.heartlandbiker.com](http://www.heartlandbiker.com).

check #157 for info

## Miscellaneous



### Heartland USA Side-Mount 55 LED Plate Holder

Heartland USA's newest plate holder comes with an integrated dual function (running/brake) 55 LED system with a prismatic red lens. Side-mounted with Heartland's patented folding mechanism, the unit comes with stainless steel mounting hardware.

For more info, check with Heartland USA.

check #158 for info

## Miscellaneous



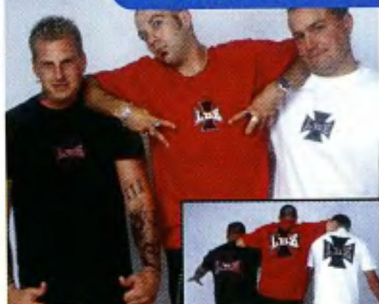
### Heartland USA Billet-Tears Lights

From the fluid billet tear-shape down to the show chrome finish, these lights are crying out to be seen. CNC-machined from billet aluminum, Billet Tears are available in three sizes for both front (amber) and rear (red) applications. High-intensity LEDs behind a clear lens make these lights unique and make replacing a bulb a thing of the past.

For more info, check with Heartland USA.

check #159 for info

## Miscellaneous



### LBZ Iron Cross T

Men's 100% cotton short-sleeve T-shirt with 3-color LBZ Iron Cross logo printed on front and back (reflective print on black shirt). Available in red, white, and black. Sizes: L, XL, XXXL. Check with LBZ at 15825 Graham St., Huntington Beach, CA 92649. Call 'em at 714-901-1545 or surf over to [www.lbz.com](http://www.lbz.com).

check #160 for info

## Miscellaneous



### LBZ Banner T

Men's 100% cotton short-sleeve T-shirt with 5-color LBZ American flag logo printed on front and back featuring the saying "Living Large And Takin' Charge." Available in white and black. Sizes: L, XL, XXXL. Check with LBZ.

check #161 for info

## Miscellaneous



### LBZ Allstar T

Men's 100% cotton short-sleeve T-shirt with 5-color LBZ Star logo printed on front and back. Featuring metallic silver outline around LBZ letters and reflective outline around star. Sizes: L, XL, XXXL. Check with LBZ.

check #162 for info

## Miscellaneous



### LBZ Ribbed 4 Her Pleasure

Junior's 100% cotton fine-rib tank top with 2-color LBZ logo printed on front. Available in white and black with red, royal, and gray LBZ logos. Sizes: S, M, L. Check with LBZ.

check #163 for info

## Miscellaneous



### LBZ 3/4 Devil

Junior's 100% cotton 3/4-sleeve raglan with solid white body and contrast collar and sleeves in red and black. Three-color LBZ Devil logo printed on front with glitter on horns and 2-color printed text reading "Devil" at back center collar. Sizes: S, M, L. Check with LBZ.

check #164 for info

## Miscellaneous



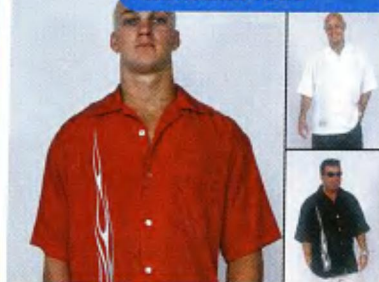
### LBZ Heart-On Tank

Junior's 100% cotton spaghetti-strap tank top with 2-color LBZ 3-heart logo printed on front. Available in white with baby-blue print, black with pink print, yellow with white print, and orange with white print. Sizes: S, M, L. Check with LBZ.

check #165 for info



### Miscellaneous



#### LBZ Spark It Up

Men's short-sleeve woven with solid polyester body in red, white, and black. Two-color metallic flame L&BZ logo screened on right front panel. Left side breast pocket. Five-button front closure. Sizes: L, XL, XXL. Check with LBZ at 15825 Graham St., Huntington Beach, CA 92649. Call 'em at 714-901-1545 or surf over to [www.lbz.com](http://www.lbz.com).

check #166 for info

### Miscellaneous



#### LBZ Chuck Da Spear

Men's short-sleeve woven with solid polyester body in royal, black, and white. One-color tribal L&BZ prints down both front panels and 5-button front closure. Sizes: L, XL, XXL. Check with LBZ.

check #167 for info

### Miscellaneous

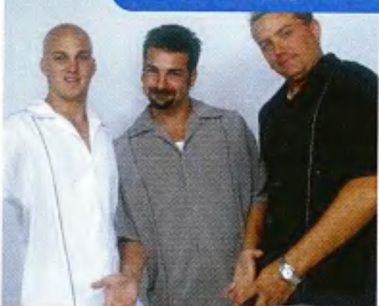


#### LBZ Be A Playa

Men's short-sleeve woven with solid cotton body in navy, charcoal, and black. Right side contrast panel in light blue, gray, and charcoal with 1-color L&BZ icon screen print centered down front of panel. Left side breast pocket and 5-button front closure. Sizes: L, XL, XXL. Check with LBZ.

check #168 for info

### Miscellaneous



#### LBZ Word 2 Yo Mama

Men's short sleeve woven with 5-button front closure. Made from solid polyester in white, barley or black. Two strips of custom L&BZ taping down front and back displaying the saying, "It's All About The Mf'n Z!" Sizes: L, XL, XXL. Check with LBZ.

check #169 for info

### Miscellaneous



#### LBZ Boozy Da Pimp

Men's short-sleeve woven with 1-inch metallic contrast panels. Offered in black with silver panels, white with blue, and graphite with red. Five-button front closure and LBZ label at left side seam. Sizes: L, XL, XXL. Check with LBZ.

check #170 for info

### Miscellaneous



#### LBZ Sammy Da Wrench

Men's short-sleeve woven with royal, mustard, and green body made from poly-cotton blend. Two-color L&BZ flame embroidery above left side breast pocket and 5-snap front closure. Sizes: L, XL, XXL. Check with LBZ.

check #171 for info

### Miscellaneous



#### MID-USA Streamlined Fork Bracket & Lower Leg Kit for 41mm Tubes

Features streamlined fork legs with matching fork brackets. This billet aluminum kit has a smooth top fork bracket, and wedge-shaped, collet-type locking device. Kit also includes a .750-inch O.D. axle, 1-inch O.D. steering stem and a headlight brackets. Call MID-USA at 800-632-0024 or check out their Web site at [www.mid-usa.com](http://www.mid-usa.com).

check #172 for info

### Miscellaneous



#### MID-USA Torpedo-Style Fork Leg Set for 41mm Forks 1984-1999

Add some character to your single-disc front end with this torpedo-style lower fork leg set. CNC-machined from billet aluminum for an exact fit, then chrome plated for a long lasting beauty. Contact MID-USA at 800-632-0024 or check out their Web site at [www.mid-usa.com](http://www.mid-usa.com).

check #173 for info

### Miscellaneous



#### MID-USA Gas Caps for All Models 1982 and Later

These gas caps feature chrome-plated top covers that are CNC machined from billet aluminum. All caps are non-ratcheting, and the vented caps are designed to vent in both directions to prevent excessive gas tank pressure build-up. See MID-USA.

check #174 for info



## Wheels



### MID-USA Front Wheel Assemblies for Big Twin

This front wheel assembly has an Excel 40-hole rim made from aluminum. It features round-style steel spokes, preset bearing end play, and steel single-flange hub with seals, bearings and spacers installed. Call MID-USA at 800-632-0024 or check out their Web site at [www.mid-usa.com](http://www.mid-usa.com). Also, if you're a little kid, these wheels are fun to play Space Station with.

check #175 for info

## Wheels



### Performance Machine Forged Wrath Wheels

PM has had a hydraulic clutch master cylinder in their product line for years and always relied on others for a suitable clutch housing. But for 2002, PM has created, tested and now sells two different styles of clutch housings designed to work perfectly with their master cylinders. It features ultra-smooth and effortless clutch action, and the machined-aluminum beauty only PM can create. Get yours in polished or chrome finish.

For more information, call or write to Performance Machine Inc., 6892 Marlin Circle, La Palma, CA 90623. Phone 714-523-3000; [www.performancemachine.com](http://www.performancemachine.com)

check #176 for info

## Wheels



### Performance Machine New Forged Wheels for 2002

For 2002, PM is releasing three entirely new wheel designs. The Trinity is an ultra-clean, three-spoke wheel machined with ample open space and an unpretentious shape. The Monaco is an elegant swept creation with simple curves and five spokes that seem to flow into the rim. As with all Performance Machine products, the 2002 wheels have been subjected to rigorous testing to ensure a high-quality, long-lasting product. Design matched-discs, pulley and sprocket are available to complete the distinctive look. Polished or chrome-plated wheels are offered in a variety of sizes to fit your bike.

For more information, call or write to Performance Machine Inc., 6892 Marlin Circle, La Palma, CA 90623. Phone 714-523-3000 [www.performancemachine.com](http://www.performancemachine.com)

check #177 for info

## Wheels



### Performance Machine Wheels

Everything you thought you knew about big fat tires is about to change! When PM says "bigger is better," they sure don't mean a little bigger, they mean more than twice the width of a stock wheel and 18 inches tall! The Performance Machine 18- x 8.5-inch Flat wheel is here and you'd better give it some room. This wheel was created to use with the new generation of 18-inch super-fat tires. Get yours in one of their popular designs and pick up a PM matched disc and pulley to complete the package.

Performance Machine Inc., 6892 Marlin Circle, La Palma, CA 90623. Phone 714-523-3000; [www.performancemachine.com](http://www.performancemachine.com)

check #178 for info



## Wheels



### Arlen Ness Wheels

These wheels feature unique styling, for that larger-than-life look. The fat spokes are nearly twice the diameter of factory spokes, with exclusive Ness-Tech radius-design nipples that create a clean look. The radius-design billet hub complements the fat spokes on this beautifully chrome-plated wheel. The high-quality precision steel rims have less than .005-.008-inch run-out in their free state, and the wheel assembly includes wheel bearings and all spacers.

Arlen Ness, 16520 East 14th Street, San Leandro, CA 94578. Phone 510-276-3395, fax 510-276-3534; [www.arlenness.com](http://www.arlenness.com).

check #179 for info

## Wheels



### Biker's Choice Carriage Works

Biker's Choice presents Carriage Works Wheels' first 1-piece profile, forged-aluminum motorcycle wheels. Their forging process produces the Carriage Works wheels, with a radial grain structure that results in a stronger wheel with a more uniform surface than can be obtained from any other wheel-production method (including castings, welding, bolted or split and spin aluminum plate wheels).

The forged wheel is polished to a show-quality finish and then flawlessly chromed. These magnificent wheels are manufactured for tubeless operation and come complete with internal spacers and bearings, ready to install and ride.

See more Carriage Works Wheels in your Biker's Choice catalog, or on [www.bikerschoice.com](http://www.bikerschoice.com).

check #180 for info

## Wheels



### Black Bike Wheels

Black Bike has been known as the company initiating new trends in the motorcycling wheel industry. If you want the skinny on the latest and the hottest, search no more. Check out their Super Seven line, including 15-, 16-, 17-, and 18- x 7-inch wheels. Outrageous!

Also available are 15- x 8-inch and 18- x 9-inch, for the Metzeler 240- x 18-inch tire.

Black Bike carries all brands of rims, including Excel, Sun and their own custom line. Call them for all your very special needs.

Black Bike Heavy Equipment, 8762 Amigo Ave., Northridge, CA 91325. Phone 818-341-2550.

check #181 for info

## Wheels



### Eurocomponents Wheels

Eurocomponents new wheels kit features the rear braking system on the left side of the motorcycle, thanks to a pulley-rotor special system. This innovative solution allows the complete sight of the right side of the rear wheel for a cleaner look. The kit includes wheels, brake rotors, rear caliper, caliper bracket and pulley-rotor kit. Front wheels are available in 21- x 2.15-inch and 17- x 3.5-inch; rear wheels in 17- x 5.5-inch and 15- x 7-inch. The wheels are precision machined from a single block of aluminum and come in a high-polish finish.

Eurocomponents Inc., 1 Festiva at Lions Paw, Daytona Beach FL 32124, Phone 904-274-5729, fax 904-274-5733; [www.eurocomponentsusa.com](http://www.eurocomponentsusa.com).

check #182 for info



## Wheels



### Excel Chrome Aluminum Wheels

Constructed of 6-series aluminum alloy to be lightweight and strong, these wheels feature deep, lustrous show chrome and are guaranteed for one year against flaking and peeling.

The classic 40-spoke pattern is perfect for restorers or stock replacement applications. The wheels are available in stock and custom diameters between 16 and 21 inches and widths between 1.85 and 5.50 inches. All front and rear rims are drilled to match original equipment 40-hole hubs.

FTM Enterprises, 1960 Peacock Blvd., Oceanside, CA. 92056. Phone 760-732-3161, fax 760-732-3186.

check #183 for info

## Wheels



### Hallcraft Radial Laced Wheels

These awesome wheels feature 80, 6-gauge spokes and are available in 15-, 16-, 18-, 19-, and 21-inch sizes. Spokes are offset 22 degrees for added strength. Like all Hallcraft's wheels, these radials are 100% tubeless and have the exclusive internal balancing system by Balance Masters. They come complete with U.S. Timken wheel bearings, races, seals, spacers, and valve stem and sports Hallcraft's show chrome finish.

Hallcraft, P.O. Box 1036, Gainesville, TX 76241. Phone 940-668-0771, fax 940-668-0792.

check #184 for info

## Wheels



### Harley Davidson Lightning Star

The Lightning Star premium cast-aluminum wheel took the ThunderStar's striking 5-spoke design and gave it a futuristic, industrial transformation. The state-of-the-art casting process is the same one used by the OE manufacturer of the Harley-Davidson cast wheels, resulting in strong spokes that are light in weight. The LightningStar wheels have undergone Harley-Davidson's extensive quality and performance testing to meet or exceed the highest quality standards of the Tire and Rim Association and the Department of Transportation.

All the wheels come complete with bearing and seals, and endplay is preset to factory specifications making the wheels ready to bolt on. New wheel spacers and all of the necessary hardware are also included. All versions of the LightningStar chrome custom wheel are available at Harley-Davidson Genuine Motor Parts and Genuine Motor Accessories dealerships nationwide.

For additional information, visit the Harley-Davidson Web site at [www.harley-davidson.com](http://www.harley-davidson.com), or call 800-443-2153 to find a dealer near you.

check #185 for info

## Wheels



### Pat Kennedy Wheels

Here's the original! These nifty multiple spoke wheels from Pat Kennedy's Custom MC are the cat's meow. Pat offers 80-, 120-, 160-, and 240-spoke wheels built to your own specification. Each wheel assembly is equipped with Pat's custom stainless steel hub, your choice of spokes in straight, twisted, rippled, or diamond profile. They use a chrome-plated steel rim, with internal spacers, bearings, and seals. They're available for all H-D disc brake applications in sizes 15, 16, 17, 18, 19 and 21 inches, with widths of 2.15, 3.5, 4.5, 5.5 and 6.5 inches.

Pat Kennedy's Custom MC, P.O. Box 670, Tombstone, AZ 85638. Phone 520-432-1330, fax 520-432-1317; [www.kennedyschopper.com](http://www.kennedyschopper.com).

check #186 for info





**Wheels**

### RC Components Wheels

Check out RC Components new trend-setting Stingray design. The Stingray is 1 out of 11 designs that can be used on any applications from stock replacement to the ultimate in custom.

Forged wheels are available in all popular sizes including the new 18" x 8 1/2" wheel. One-piece wheels are available polished or chromed. Pricing starts at \$785 per wheel polished and an additional \$250 per wheel for chrome.

Cast wheels are available in most popular sizes and come fully polished (not available in chrome). Pricing starts at \$509 per wheel.

RC Components, 140 Hunters Ct., Bowling Green, KY 42103. Phone 270-842-6000, fax 270-842-9527; [www.rccomponents.com](http://www.rccomponents.com).

**check #187 for info**



**Wheels**

### RevTech Wheels

Technical advances appear in many forms in the world of custom motorcycles. But rarely is a major technical advance combined with artistic excellence the way it is in the brand new design of RevTech wheels. A piece of billet only about the thickness of the center web of the wheel is split along the outside edge. The material is then rolled outward and spun into the final shape of the rim creating a 1-piece rim and wheel web with the strength of billet and the precision shape of a modern rim design. Finally, a CNC precision-machined billet hub is securely bolted to the center wheel web to finish off this industry-leading construction technology. From the classic simplicity of polished RevPro solid wheels to the wild shape of the sparkling chrome Inferno, there's 14 different styles that can accent the design of any bike. Pick your style, make your statement with RevTech technically superior wheels, available in sizes up to 18 x 8.5, for up to 250 x 18 extra-wide tire fitment.

Custom Chrome, 16100 Jacquelin Court, Morgan Hill, CA 95037. Phone 408-778-0500; [www.customchrome.com](http://www.customchrome.com).

**check #188 for info**



**Wheels**

### Sturgis Wheel Company Wheels

Sturgis Wheel Company's custom wheels for American cruiser motorcycles include these five legendary styles: Super Spoke, Vision, Smoothie, Rally, and Image. Rear wheels are available in 16 x 3.5, 16 x 5, 17 x 5, and 15 x 7. New for your next custom, a huge 18 x 9. The entire line features cast aluminum, polished main body and rim construction. The line is engineered to Tire and Rim Association and Department of Transportation specs, and is CNC machined to assure absolute accuracy. All wheels come complete with bearings and spacers.

Sturgis Wheel Company provides the choice for your attitude. Shown here are five of the 13 wild styles of custom wheels available in stock sizes to wide sizes. All Sturgis wheels have matching pulleys.

Sturgis Wheel Company, 2281 S. Plaza Drive, Rapid City, SD. Phone 605-394-9525; [www.sturgiswheel.com](http://www.sturgiswheel.com).

**check #189 for info**



**Wheels**

### Trenz Wheels

These Trenz wheels by DeBerti are available in sizes 16 x 3, 16 x 4, 16 x 5, 18 x 3, 18 x 4, 18 x 5.5, 19 x 2.15 and 21 x 2.15. They're all made from 1-piece forged billet aluminum, and are available in seven different styles. Prices range depending on the wheel design.

Trenz, 3301 Unicorn Ct., Bakersfield, CA 93308. Phone 661-393-0909, fax 661-391-0909; [www.trenz.com](http://www.trenz.com).

**check #190 for info**





**your bike  
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**give it a soul!**



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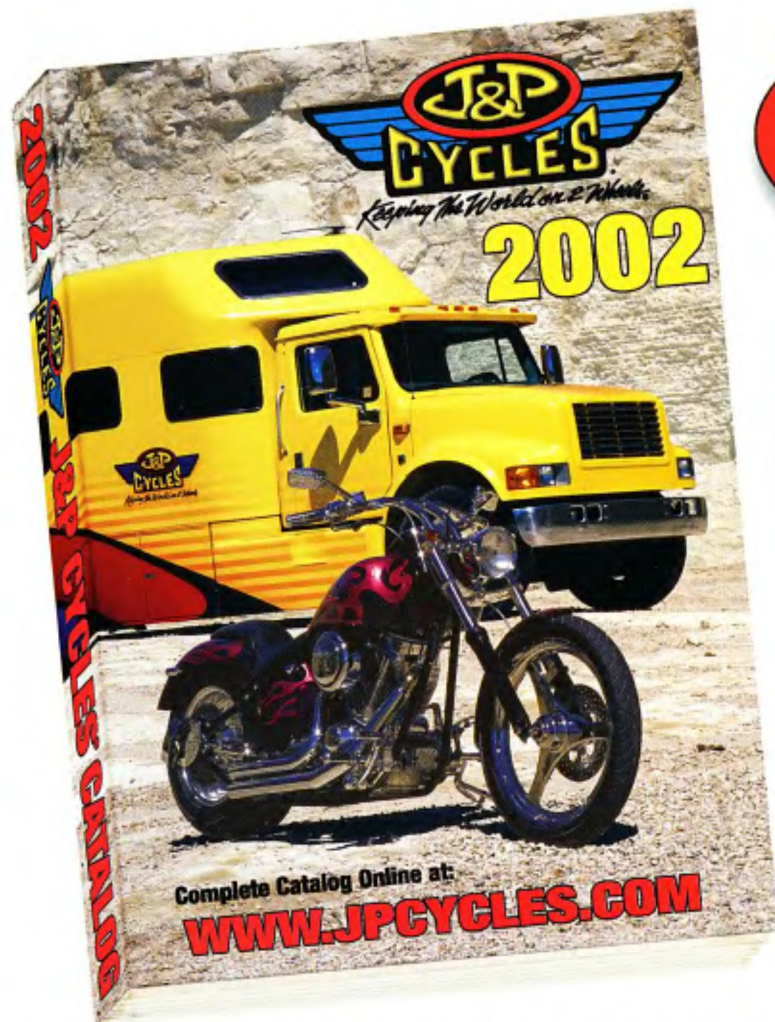
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